

Latitude 38

VOLUME 328 October 2004

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The Bird Boat class is the oldest one-design class on San Francisco Bay. Designed by John Alden in 1919, Jim Josephs' *Curlew*, hull number 2, was built in 1922. Jim rebuilt the boat in 1995 and joined the Wooden Boat Racing Association on the Bay.

In 2002 *Curlew* was outfitted with a new main and jib from Pineapple Sails. The giant main on the wooden mast and boom and the small self-tacking jib were carefully designed and built to match the rig, the class rules and the Bay's windy conditions. And the boat sailed upwind as never before.

Jim is this year's Bird Boat Class champion. His victories include first in division in the 2004 Master Mariners Regatta, held annually for traditional wooden boats.

Wooden boats like *Curlew* demand special sails. And special sails are all we do.



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*Curlew**

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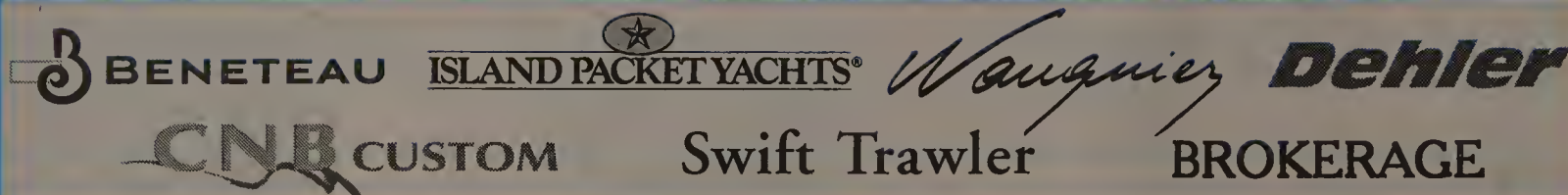
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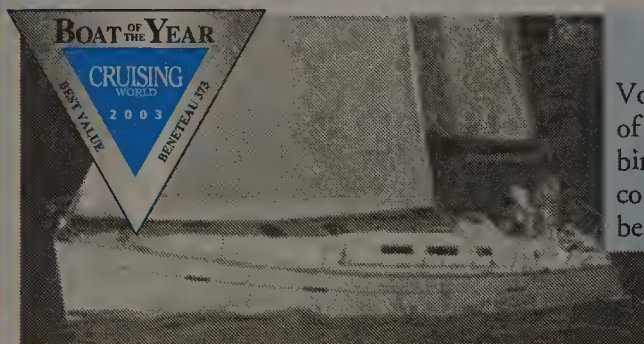
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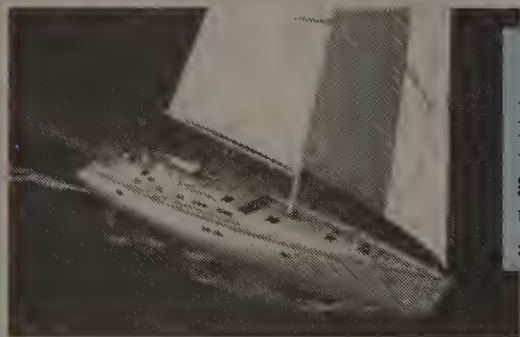


NEW MODELS FOR 2005



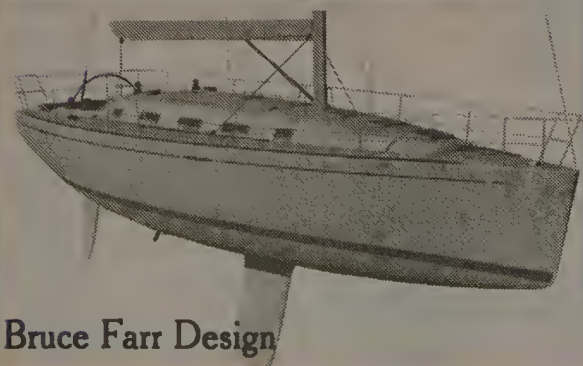
Beneteau 373

Voted *Cruising World's* Boat of the Year. A brilliant combination of style, cruising comfort and value. Can't be beat for features or price.



Beneteau 523

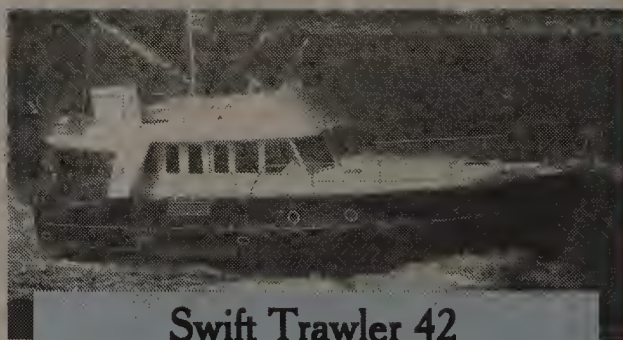
Luxurious bluewater sailing from Beneteau and Group Finot. A new generation of hull design and features promises both exquisite style and absolute performance.



Bruce Farr Design

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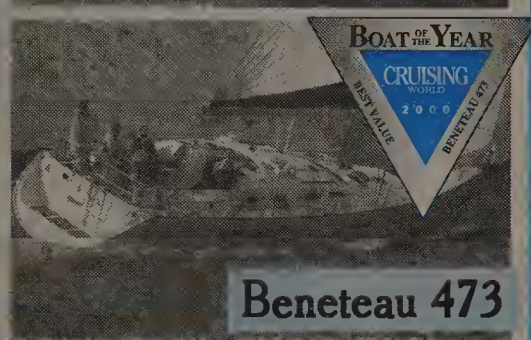
Beneteau 323



Beneteau 393



Beneteau 423



Beneteau 473

Great savings on these inventory models ready to sail away!



Island Packet 380

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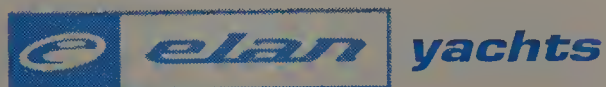
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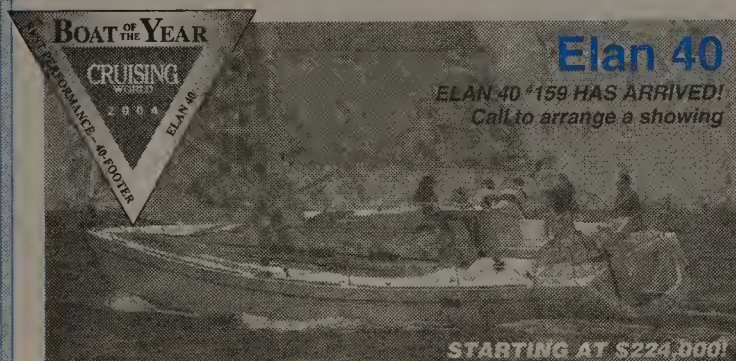
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Impression 43



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Cover: 'Omega' bears off at the weather mark in the
18 Skiff International Regatta.
See Race Sheet for what happened next!

Photo: Latitude 38/Rob

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Latitude 38 welcomes editorial contributions in the form of stories, anecdotes, photographs – anything but poems, please; we gotta draw the line somewhere. Articles with the best chance at publication must 1) pertain to a West Coast or universal sailing audience, 2) be accompanied by a variety of pertinent, in-focus digital images (preferable) or color or black and white prints with identification of all boats, situations and people therein; and 3) be legible. These days, we prefer to receive both text and photos electronically, but if you send by mail, anything you want back must be accompanied by a self-addressed, stamped envelope. **Submissions not accompanied by an SASE will not be returned.** We also advise that you not send original photographs or negatives unless we specifically request them; copies will work just fine. Notification time varies with our workload, but generally runs four to six weeks. Please don't contact us before then by phone or mail. Send all electronic submissions to editorial@latitude38.com, and all snail mail submissions to Latitude 38 editorial department, 15 Locust Ave., Mill Valley, CA 94941. For more specific information, request writers' guidelines from the above address or see www.latitude38.com/writers.htm.

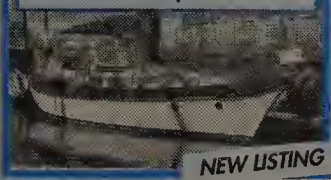
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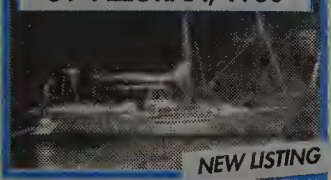
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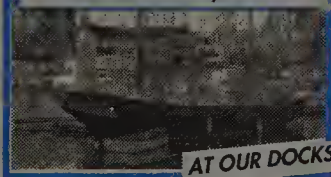
51' ALEUTIAN, 1980



NEW LISTING

Predecessor to the 51' Passport. Great for world cruising and at our dock!

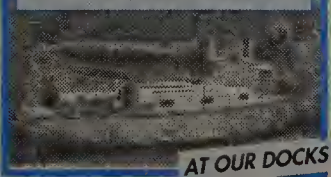
40' MARINER, 1972



AT OUR DOCKS

Owner left for the Caribbean; great time to make an offer. Now \$59,900.

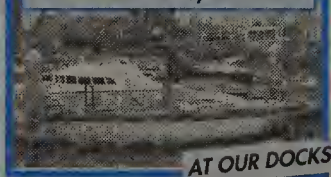
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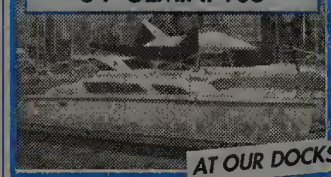
38' PACIFIC, 1978



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34' GEMINI 105



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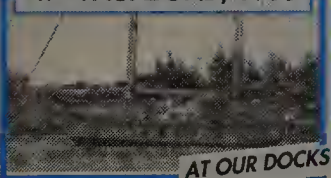
26' GLACIER BAY 2680



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47' VAGABOND, 1986



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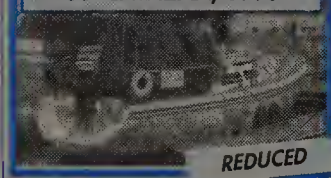
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36' CATALINA, 1990



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30' CATALINA, 1983 Listing Pending

34' O'DAY, 1981 Listing Pending

41' COLUMBIA, 1973 \$47,000

51' FORMOSA, 1978 Pending

SOME OF OUR CARIBBEAN & WORLDWIDE LISTINGS

60' CUSTOM CAT, 1998



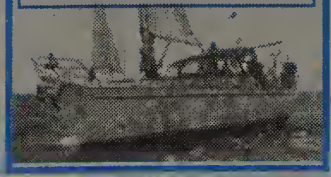
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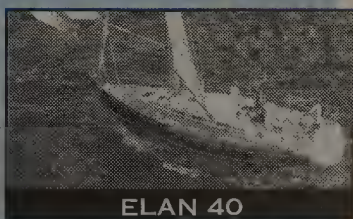


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ELAN 37



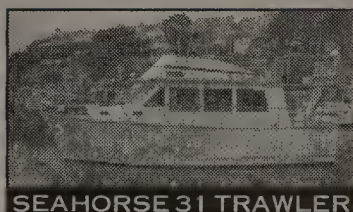
ELAN 40

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THE 37 IS HERE TOO!**

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CATALINA 30



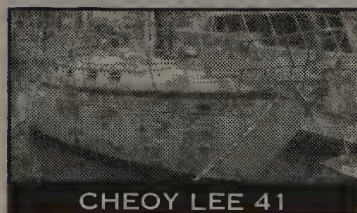
SEAHORSE 31 TRAWLER



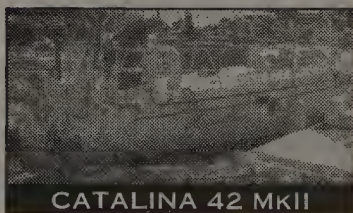
ERICSON 30



DE FEVER TRI CABIN 48



CHEOY LEE 41



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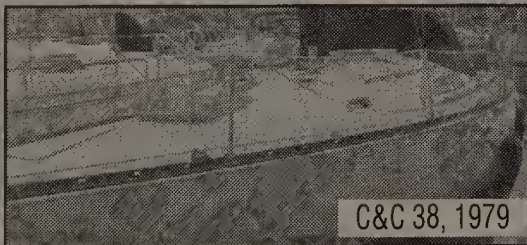
Altus 48



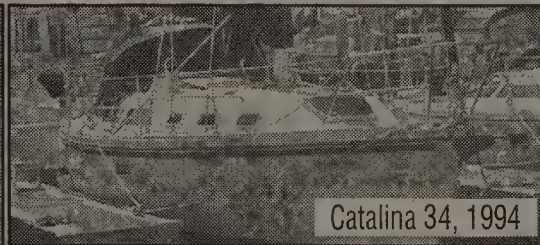
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C&C 38, 1979



Catalina 34, 1994

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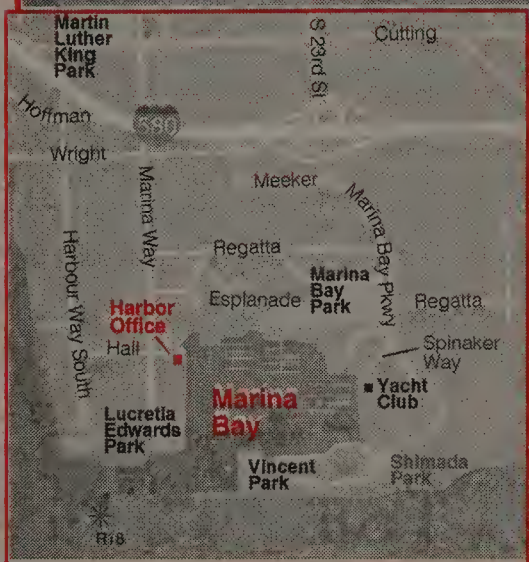
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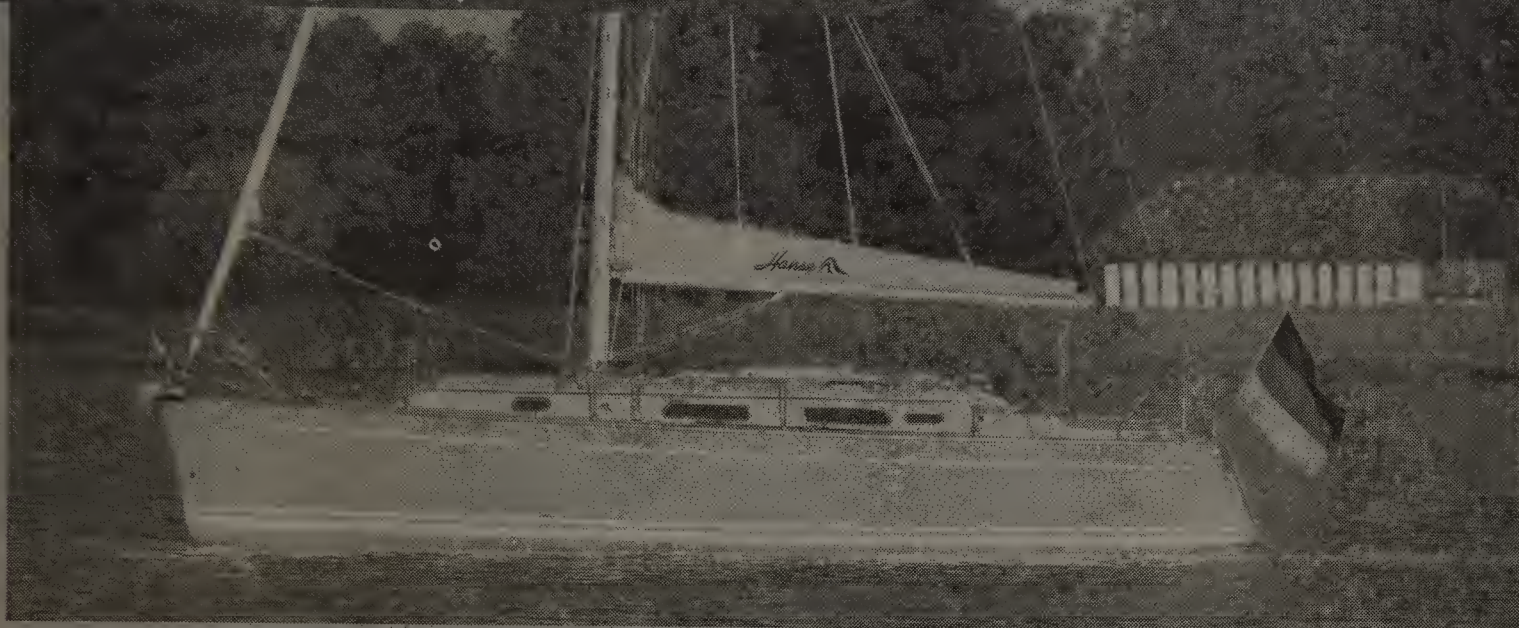
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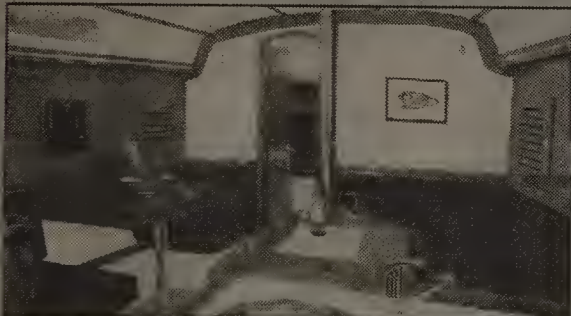
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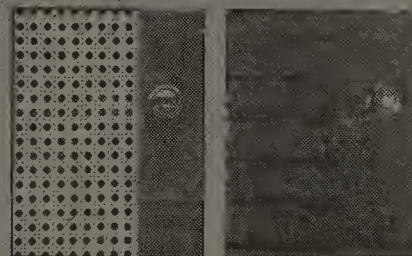
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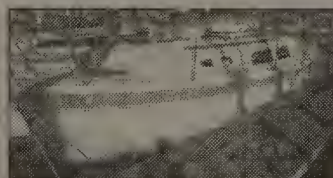
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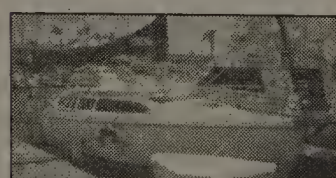
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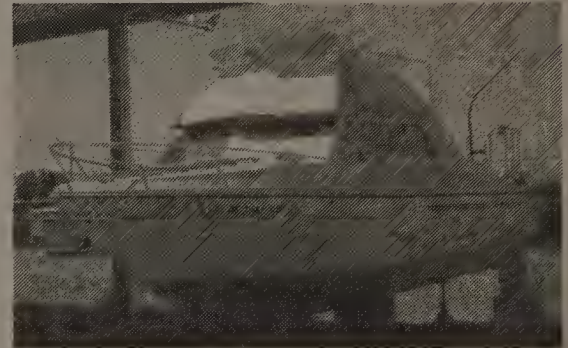
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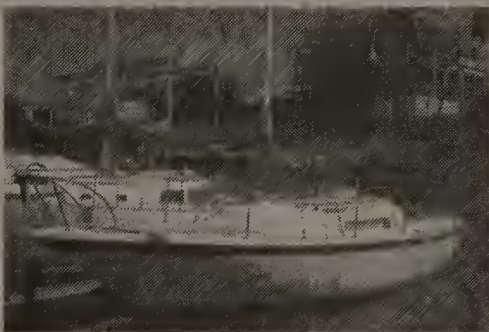
1979 Ericson 25' Full keel, very good condition, 9.9hp outboard, fully loaded, located in Berkeley, nice boat, great price \$7500



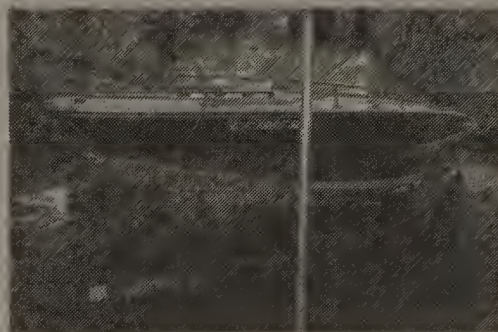
1948 40' Lyle Hess Motorsailer, built by Lyle himself out of his yard, beautiful vessel, loaded for cruising. 70% restored \$18,000



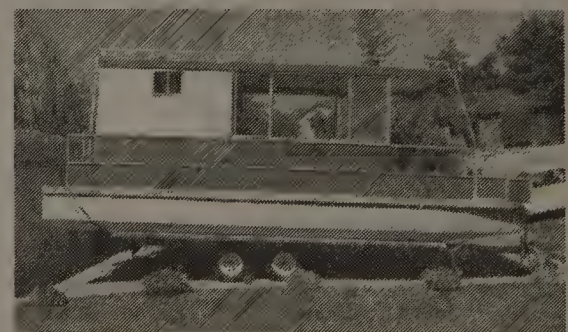
Apollo 22' fishing vessel. Deep V Hull, 350 Chevy flybridge, lots of nav. electronics, \$3400



1972 Clipper Marine 26 sailboat, sleek, fast vessel, swing keel, very nice condition, portapotty, icebox, pop-top, Moss Landing, \$2900

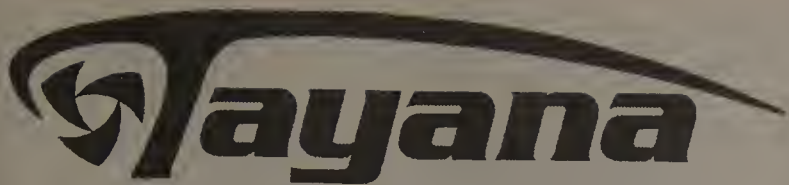


1984 Beechcraft ski/fishing boat w/ dual axle trailer, rebuilt 302, good, fast vessel for ocean, bay, or delta, cuddy cabin \$2900



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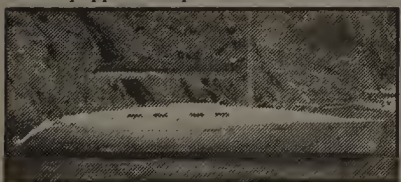


2005 TAYANA 48 CENTER COCKPIT

2 or 3 cabin layout. 2 heads w/separate showers, Corian counters. Ready for delivery **\$305,000.**



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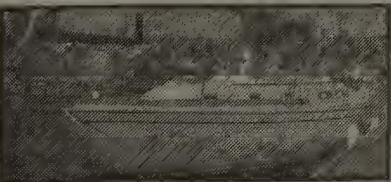
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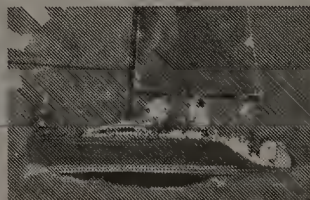
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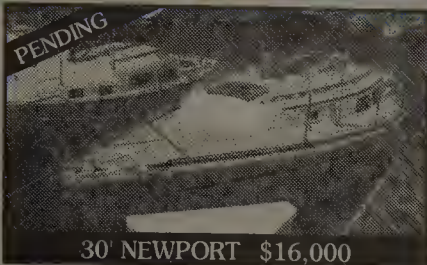
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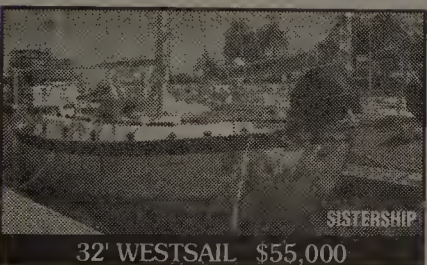


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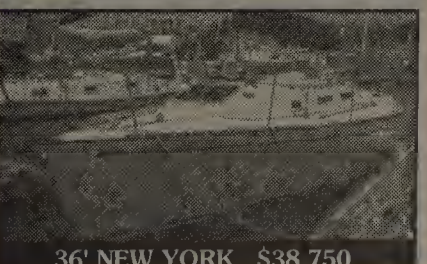
32' WESTSAIL \$55,000



32' WELLCRAFT ST. TROPEZ \$42,500



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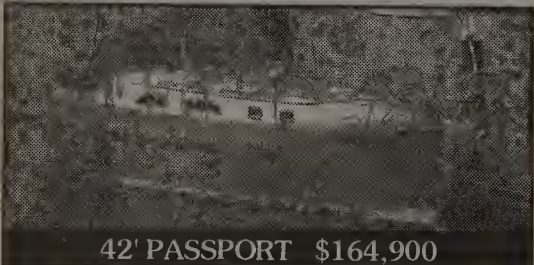
36' NEW YORK \$38,750



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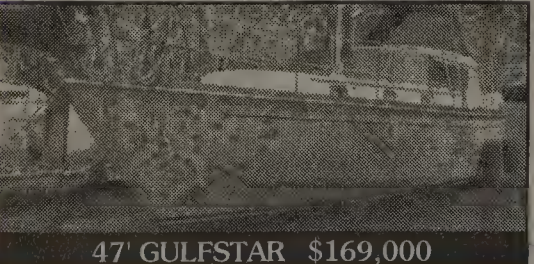
42' PASSPORT \$164,900



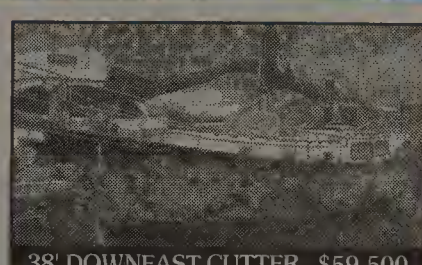
44' NORDIC \$145,000



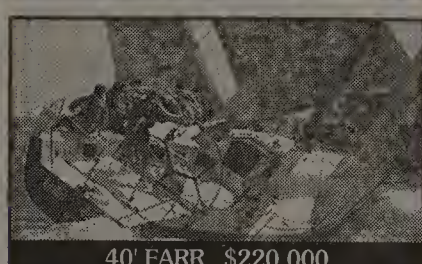
45' EXPLORER \$89,000



47' GULFSTAR \$169,000



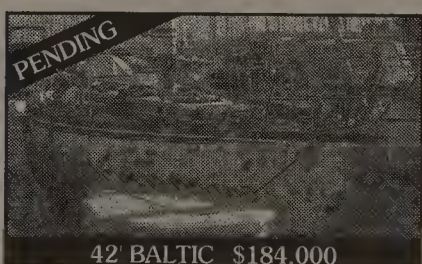
38' DOWNEAST CUTTER \$59,500



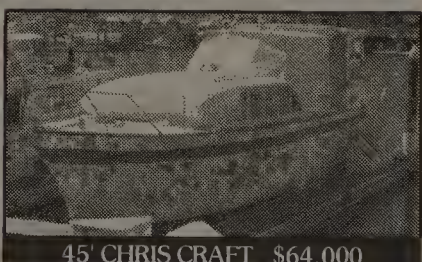
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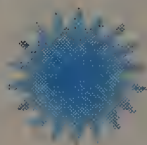
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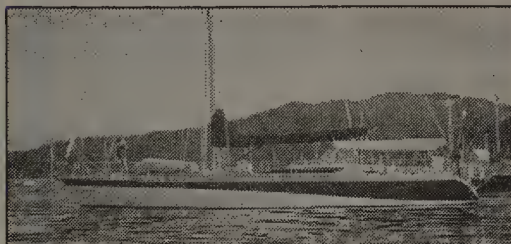
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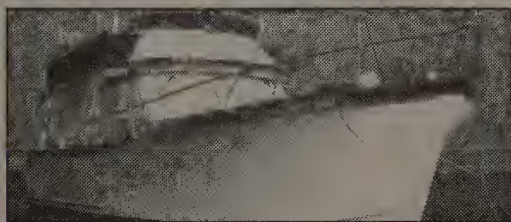
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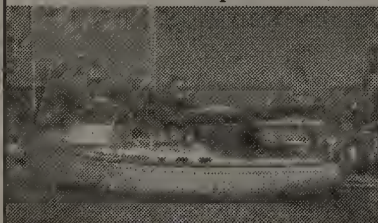
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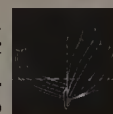
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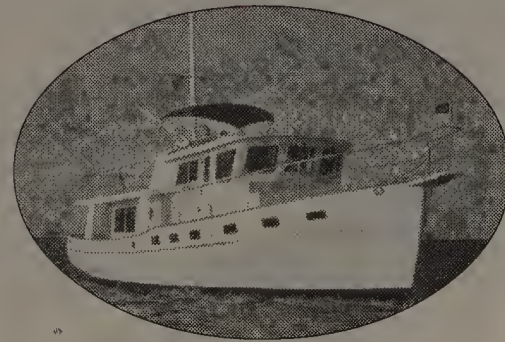
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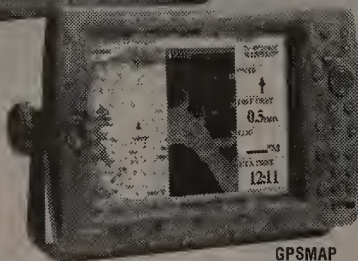
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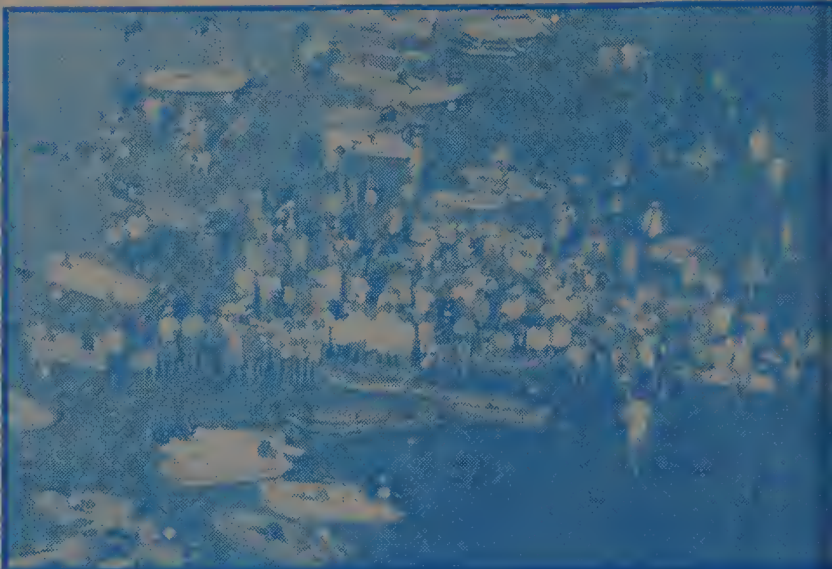
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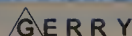
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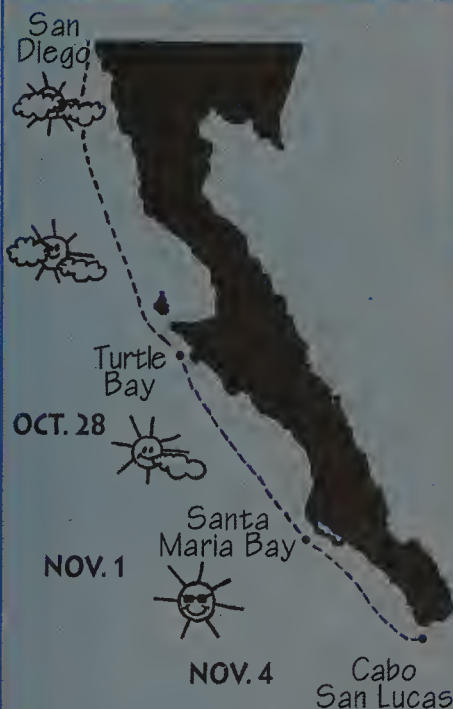
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September 10 - Final Entry Deadline

October 6 - Mexico-Only Crew List and Baja Ha-Ha Party, at the Encinal YC in Alameda, 6-9pm

October 24 - Skippers' meeting, Halloween Costume Party and BBQ

October 25 - Start of Leg One

See www.baja-haha.com for sign-up instructions, complete calendar of events and details.

Entries now being accepted.

To receive an entry packet, send your 9x12 self-addressed stamped envelope (\$3 postage) and a check for \$15 to:

Baja Ha-Ha Inc.

21 Apollo Road
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There is no phone number for the Baja Ha-Ha. And please don't phone Latitude 38 with questions, as the Ha-Ha is a completely separate operation.

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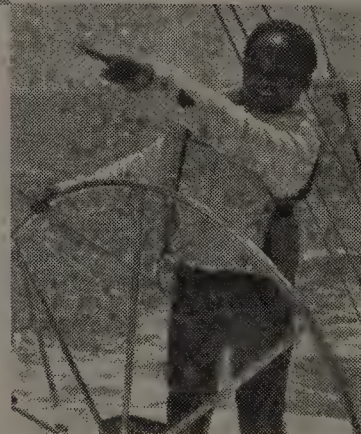
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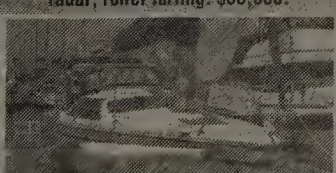
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CALENDAR

Non-Race

Oct. 1-4 — The topsail schooner *Lynx*, a replica of an 1812 privateer, will be open for tours at the Bay Model in Sausalito, 9 a.m. to noon. \$5 admission. Info, (949) 723-7814.

Oct. 2-3 — Dick Markie, harbormaster at Paradise Village in Nuevo Vallarta, will be at the Oakland West Marine (Oct. 2) and the Sausalito West Marine (Oct. 3) stores to answer questions about cruising in Mexico, 10 a.m. to 2 p.m. Info, 800-BOATING.

Oct. 2-3 — Master Mariners Drake's Bay Cruise and Oyster BBQ. Info, www.mastermariners.org.

Oct. 2-3 — Bay Fest at Liberty Ship Marina (Sausalito), "the largest brokerage boat show on the Pacific Coast." McGrath Pacific, (415) 331-5020.

Oct. 2-3 — 7th Annual Catalina Rendezvous at Ayala Cove. All Catalinas welcome! Bill Eddy, (925) 820-7370.

Oct. 3 — Discovery Day at S.F. State University's Romberg Tiburon Center, 11 a.m. to 4 p.m. Free admission, \$5 for barbecue lunch, music by the SFSU jazz band. See marine science in action — lots of exhibitors, touch tanks, lab displays, and even plankton races! Info and directions, (415) 338-6063, or www.rtc.sfsu.edu.

Oct. 6 — *Latitude's* Mexico Only Crew List and Baja Ha-Ha Party, 6-9 p.m. at Encinal YC. See the *Crew List* article in this issue if you don't already know the drill.

Oct. 8-10 — Adventures in Travel Expo, featuring hundreds of exhibitors, outfitters, destination and resort reps, and maybe even some charter boat companies. San Mateo Expo Center, \$15 entry. Info, www.adventureexpo.com.

Oct. 9-10 — 12th Annual NorCal Women's Sailing Seminar at IYC. Pam Krawiec, (510) 339-9451 or pkrawiec@aol.com.

Oct. 9-10 — Open Boat Weekend in Alameda. Check out hundreds of new and used boats at Marina Village, (510) 521-0905, and Ballena Isle Marina, (510) 521-8393.

Oct. 10 — "The America's Cup Story", a documentary film directed by local filmmaker P.J. Panzica, will show at the Golden Gate YC, 4-6 p.m. Tickets are \$10 in advance or \$15 at the door. GGYC, (415) 346-BOAT.

Oct. 14 — Single Sailors Association monthly meeting, featuring Lenora Clark, PICYA boardmember and RBOC director, speaking about "The Importance of RBOC." Ballena Bay YC; 6:30-9 p.m., free. Info, www.sail-ssa.org.

Oct. 15 — Blue Water Foundation's 7th Annual Fundraising Bash, 6-11 p.m. at Golden Gate YC. Buffet dinner, live music, Polynesian dancing, live and silent auctions, and more. \$25 in advance or at the door. Call (415) 392-2018 to purchase tickets or donate a tax-deductible auction item.

Oct. 16 — Sea Music Festival at Hyde Street Pier, 10 a.m. to 5 p.m. "A traditional music extravaganza spotlighting singers and instrumentalists specializing in the unique and varied tradition of music of the sea." \$3 donation appreciated. Info, (415) 556-6435, or www.nps.gov/sqfr/seaquest.html.

Oct. 19 — S.F. Bay Oceanic Crew Group monthly meeting, featuring Tom List of List Marine speaking about "Engine Maintenance." Fort Mason Center, Room C-210, 7:30 p.m., free. Info, (415) 456-0221.

Oct. 19, 23, & 26 — "GPS for Mariners," offered by USCGA Flotilla 17 at Yerba Buena Island. Pre-registration required. Info, (415) 399-3411.

Oct. 23-24 — Jeanneau Rendezvous at Encinal YC. John Sandstrom, (650) 522-5203.

Oct. 24 — Brisbane Marina Festival, 10 a.m. to 4 p.m. Music, food, free boat rides. Info, (650) 583-6975.

Oct. 25-Nov. 4 — Baja Ha-Ha XI. See www.baja-haha.com for frequent reports and pictures from sea.

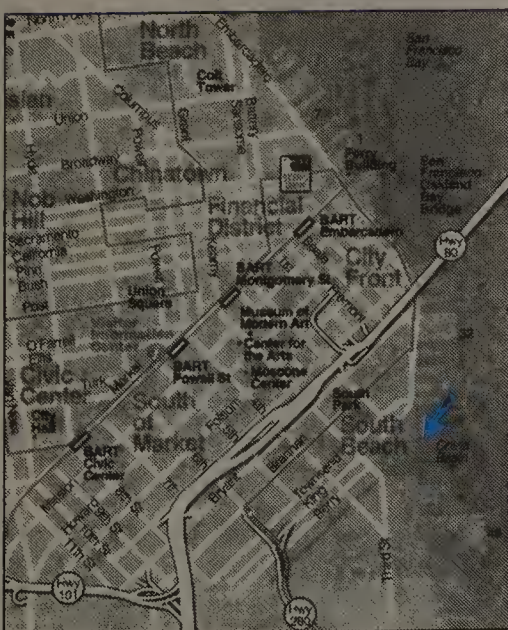
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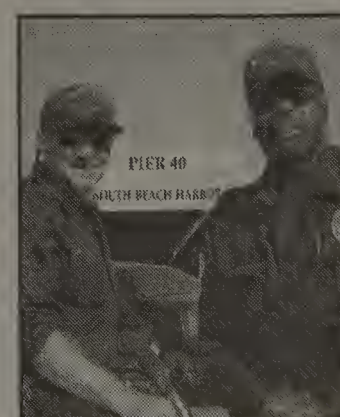
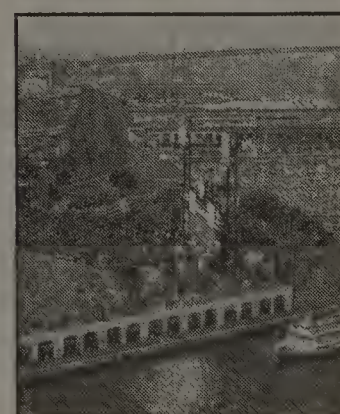
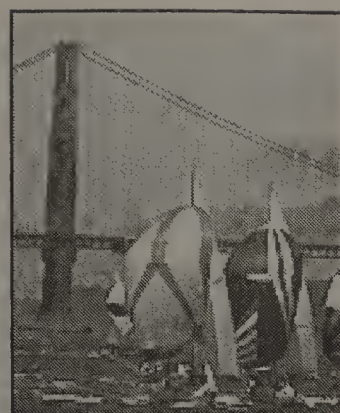
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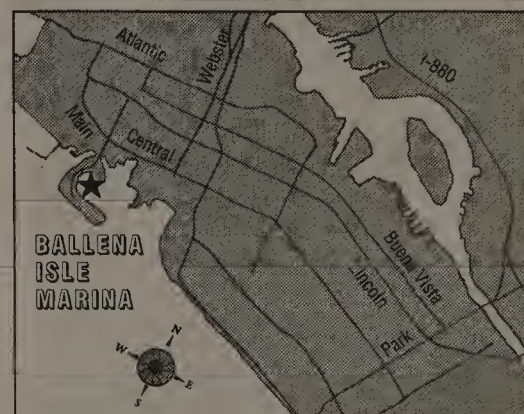
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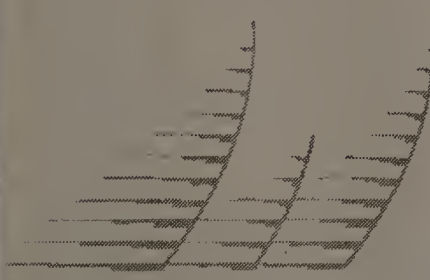
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CALENDAR

Oct. 31 — The bad news is that Daylight Saving Time ends. The good news is that it's Halloween.

Nov. 11-Dec. 20 — "Coastal Navigation", offered by USCGA Flotilla 17 at Yerba Buena Island on Mondays and Thursdays, 7:30-9:45 p.m. Pre-registration required, \$85. Info, (415) 399-3411.

Racing

Sept. 30-Oct. 2 — IOD NAs. SFYC, (415) 789-5647.

Oct. 1-3 — 26th International Masters Regatta, with no restrictions on pros this year. The line-up includes Bill Buchan, Peter Harken, John Jennings, Bruce Munro, Keith Musto, John Scarborough, John Siegel, Don Trask, Ted Turner, and Brian Trubovich. StFYC, (415) 563-6363.

Oct. 1-3 — Catalina 30 Nationals, hosted by South Beach YC. Info, www.catalina30.com or Laurie, (510) 237-6122.

Oct. 2-3 — OYRA/CYC Drake's Bay Race, a nice place to visit at this time of year. YRA, (415) 771-9500.

Oct. 9 — Benefit on the Bay for VNA, a new PHRF and Shields regatta on Monterey Bay to raise money and awareness for the Central Coast Visiting Nurse Association and Hospice. MPYC; Mitch Matthews, (831) 402-3181.

Oct. 9-10 — Fall One Design Regatta for J/120s, Islander 36s (Nationals), Etchells, Melges 24s, Wylie Wabbits, and Santana 22s (Cappuccino Cup). SFYC, (415) 789-5647.

Oct. 9-10 — Santa Cruz Invitational for SC 52s and SC 50s. SCYC, (831) 425-0690.

Oct. 9-10 — El Toro Stampede, the oldest continuously run regatta hosted by Richmond YC, (510) 237-2821.

Oct. 16 — Yankee Cup (HDA) & Champion of Champions (ODCA) on the Cityfront. YRA, (415) 771-9500.

Oct. 16 — Wallace Cup, a PHRF race for East Bay yacht clubs. OYC, (510) 522-6868.

Oct. 16 — OYRA/RYC Junior Waterhouse Race, the last ocean race of the year. YRA, (415) 771-9500.

Oct. 16 — South Bay YRA #8, hosted by SeqYC, (650) 361-9472.

Oct. 16 — Fall One Design #3. SCYC, (831) 425-0690.

Oct. 17 — Fall SCORE/DDH #3. SCYC, (831) 425-0690.

Oct. 16-17 — Star PCCs. SFYC, (415) 789-5647.

Oct. 16-17 — SSS Vallejo 1-2, the shorthanded set's final exam. Bill Charron, (510) 490-1147.

Oct. 18-20, 1984 — It Was Twenty Years Ago Today, from a *Racing Sheet* article titled "Cal Cup":

The Frers 81 *Boomerang*, owned by New York's George Coumantaros, completed her sweep of the Pacific on October 18-20 by winning the Cal Cup races in Marina del Rey. *Boomerang* won fleet honors at this summer's Clipper Cup and her class in the St. Francis Big Boat Series prior to this event. Quite a hat trick for the maxi sloop, which rates 70.0 feet under the IOR rule and has yet to reach her first birthday.

The Cal Cup has been a two-boat match race series for maxis in the past, but this year included four entries. Rounding out the field were Jim Kilroy's Holland 81 *Kialoa*, Huey Long's Milgram 81 *Ondine*, and Jake Wood's Mull 82 *Sorcery*. After a fleet race for all four, won by *Boomerang*, the four-some split into pairs. *Boomerang* defeated *Ondine* in a best two out of three sequence, while *Kialoa* did likewise to *Sorcery*.

In the final match between the winners, *Boomerang* lost only once in the best three out of five series. The white-hulled *Kialoa*, aided by the presence of 12 Meter sailors John Koliou and Tom Whidden, seemed to have a slight edge in true winds under ten knots. *Boomerang*, which was steered a considerable amount of the time by owner Coumantaros, held the

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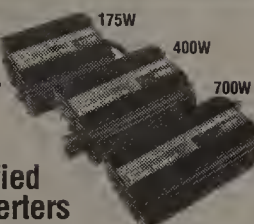
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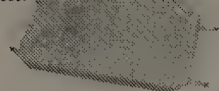
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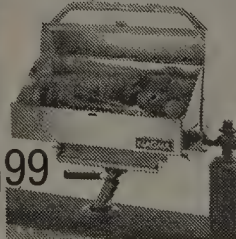
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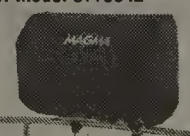
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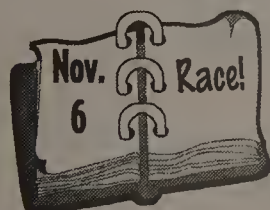
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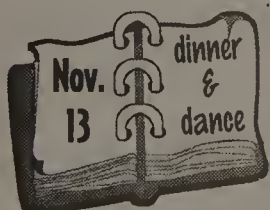
Entry fees: US Sailing member \$75; non-member \$80

Entries postmarked after October 30: \$85

Return entry forms with check made payable to GGYC along with copies of your current PHRF certificate to:

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CALENDAR

edge in heavier airs. Mill Valley's Commodore Tompkins, who trims mainsheet and drives the boat downwind in heavy air, says *Boomerang* is the fastest IOR boat in the world, both through the water and on corrected time. After this summer's performance, that's a hard statement to dispute.

Oct. 22-24 — Finn & Europe Nationals, hosted by Coyote Point YC. Bob Carlen, (831) 336-2672.

Oct. 23 — Jessica Cup, a fleet race for larger wooden boats. StFYC, (415) 563-6363.

Oct. 23, 1994 — Ten Years After, from John Riise's article *BOC, Leg 1 — The Lady is a Champ*:

At 2:52 a.m. local time, on October 23, French sailor Isabelle Autissier sailed the 60-ft *Ecureuil Poitou Charentes 2* across a finish line set up in Table Bay, Cape Town, South Africa, thereby winning Leg 1 of the 1994-'95 BOC Challenge.

It was, to say the least, a momentous occasion. Not only was she the first woman to win a leg of the prestigious single-handed around-the-world race, but she beat the second boat in by — hold on to your hormones — 1,200 miles.

Twelve hundred miles! Can you imagine? If you can't, 1,200 miles is about how far it is from San Francisco to Cabo San Lucas. Now consider that the first leg of the BOC, from Charleston, South Carolina to Cape Town is 6,818 miles. Twelve hundred miles is exactly 17.6% of that distance. But let's round it down to 15% and imagine that a car winning the Indy 500 by 15% of the course length would be 30 laps — 75 miles — ahead of the second guy. In the Kentucky Derby, the winning horse would be finishing about the time the rest of the field got to the 3/4 pole. In the Superbowl, it would be a score of 100 to 3. You get the picture.

Purely and simply, what Autissier did to the rest of the BOC fleet is unheard of in the annals of modern ocean racing. Did we mention she beat the old Leg I record, too? This despite having to sail more than 100 miles farther this year than the three previous races, which all started in Newport, Rhode Island. Her official elapsed time is 35 days, 8 hours, 52 minutes, 18 seconds, which is more than two days faster than Alain Gautier did it in 1990.

To say Isabelle is the talk of the town — not to mention the sailing world and probably every women's group, from NOW to MADD — is not exaggerating. Well, not much.

As she has from square one, however, Autissier played down the gender aspect, saying she saw no significance in her position as the first woman BOC victor. "I'm just happy to be the winner, that's enough," she said. "Maybe for other people (the male-female thing) is important, but not for me."

Oct. 23-24 — Logan/Paige Regatta for Mercuries and Stars. StFYC, (415) 563-6363.

Oct. 29-31 — Fall Dinghy/Olympic Classes Regatta. StFYC, 563-6363.

Oct. 30 — Red Rock Regatta & Halloween Costume Party. Tiburon YC, (415) 789-9294.

Oct. 30-31 — Great Pumpkin Regatta. Three buoy races on Saturday, a rock n' roll Halloween bash on Saturday night, and a pursuit race on Sunday. RYC, (510) 237-2821.

Oct. 30-Nov. 6 — Pro-Am Regatta, aka 'sailing fantasy camp', at the Bitter End YC in the BVI. Info, www.beyc.com.

Nov. 7 — Vendée Globe Race, the solo round-the-world sprint, starts in Les Sables d'Olonne. Former Svendsen's rig-ger Bruce Schwab will be on the starting line with *Ocean Planet*. See *Sightings* for more.

Feb. 11,16,17,18 — Staggered starts of the 18th Marina del Rey-PV Race. Info, www.dryc.org.

Mar. 19-20 — Newport-Cabo Race, back after ten years. Newport Harbor YC, www.nhyc.org.



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CALENDAR

Midwinter Regattas

BERKELEY YC — Chowder Races: Sundays, 10/10 through 3/27, except during BYC Mids. Paul, (510) 540-7968.

BERKELEY YC — Midwinters: 11/13-14, 12/11-12, 1/8-9, 2/12-13. Bobbi Tosse, (925) 939-9885.

CORINTHIAN YC — Midwinters 2005: 1/15-16 and 2/19-20. CYC, (415) 435-4771.

ENCINAL YC — Jack Frost Series: 11/20, 1/15, 2/19, 3/19. David LeGrand, (510) 522-3272.

GOLDEN GATE YC — Seaweed Soup Series: 11/6, 12/4, 1/8, 2/5, 3/5. Gary Salvo, (916) 363-4566.

LAKE MERRITT SC — Robinson Memorial Midwinters: 12/11, 1/9, 2/12, 3/12. Duncan Carter, (925) 945-6223.

OAKLAND YC — Sunday Brunch Series: 1/2, 1/16, 1/30, 2/6, 2/20. Ted or Diane, (510) 769-1414.

RICHMOND YC — Small Boat Midwinters: 12/5, 1/2, 2/6, 3/6. Kers Clausen, (510) 237-1307.

SAN FRANCISCO YC — Pre-Holiday Regatta: 11/20-21. SFYC, (415) 789-5647.

SANTA CRUZ YC — Midwinters: 11/20, 12/18, 1/15, 2/19, 3/19. SCYC, (831) 425-0690.

SAUSALITO YC — Midwinters: 11/7, 12/5, 1/2, 2/6, 3/6. George Shea, (415) 332-8923.

SOUTH BAY YRA — Winter Series: 11/13, 12/4, 1/8, 2/5, 3/5. Robert Hu, roberthu@yahoo.com.

Please send your calendar items **by the 10th of the month** to Latitude 38 (Attn: Calendar), 15 Locust Avenue, Mill Valley, CA, 94941. Better yet, fax them to us at (415) 383-5816 or email them to us at editorial@latitude38.com. But please, no phone-ins! Calendar listings are for marine-related events that are either free or don't cost much to attend. The Calendar is not meant to support commercial enterprises.

October Weekend Currents

date/day	slack	max	slack	max
10/02Sat		0136/3.3F	0458	0716/2.4E
	1037	1323/2.3F	1610	1927/4.0E
	2325			
10/03Sun		0224/3.0F	0553	0802/1.9E
	1118	1405/1.8F	1646	2013/3.7E
10/09Sat		0106/3.3E	0512	0824/2.8F
	1128	1357/2.0E	1726	2009/2.0F
10/10Sun	2251			
		0157/3.5E	0553	0858/3.1F
	1202	1437/2.5E	1808	2055/2.5F
10/16Sat	2344			
		0032/3.9F	0357	0621/2.9E
	0924	1222/2.9F	1505	8134/5.1E
10/17Sun	2218			
		0122/3.9F	0455	0710/2.5E
	1006	1306/2.5F	1544	1922/5.0E
10/23Sat	2312			
		0038/3.9E	0434	0747/3.5F
	1053	1342/2.6E	1702	1953/2.6F
10/24Sun	2234			
		0142/3.8E	0525	0834/3.6F
	1133	1430/3.2E	1755	2051/3.0F
10/30Sat	2338			
		0035/3.6F	0358	0611/2.9E
	0927	1210/2.2F	1452	1815/4.4E
10/31Sun	2214			
		0118/3.3F	0348	0553/1.9E
	0905	1149/1.9F	1426	1757/4.2E
	2159			

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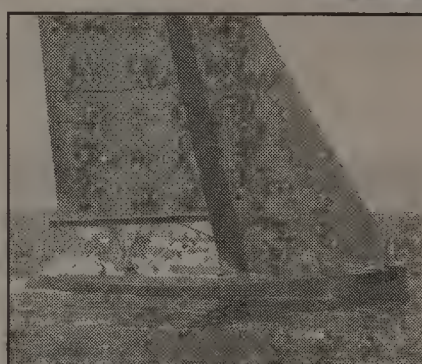


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52' Santa Cruz, '00, *Impulse* 695,000
52' Transpac Custom 52, *Yassou* 895,000
47' Bayliner 4788, '00, *Champagne Lady* 395,000
46' J/46, '01, *Jacana* Pending 399,000
46' J/46 #4, '01, *Windwalker* Reduced 459,000
46' J/46, '00, *Beauty** 549,000
45' Hunter Legend, '88, *Fairwind* 120,000
43' Saga, '02, *Wind Shear** 312,000
43' J/133, '04 Inquire
42' J/42, '99, *Fine-a-lee** 309,000
42' Moody, '01, *Jezebel*** 295,000
41' J/125, '98, *Pearl*** 189,000
40' Beneteau 40.7, '03, *Blue Agave* Reduced 209,000
40' Farr, '98, *Farr Out* 155,000
40' Farr, '86, *Rascal*** 149,500
40' Wilderness 40, '87, *Falcon** 53,000

40' Olson, '83, *Aisling*** 79,500
40' J/120, '01, *Felicita** 295,000
40' J/120, '01, *Bifrost II*** 250,000
40' J/120, '98, *Zippity Doo Dah** 270,000
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35' Schock 35, '85, *Notorious** 36,000

35' Schock 35, '86, *Kathmandu** 45,000
34' Wylie, '79, *Wild Goose*** 30,500
34' Farr 10.20, '89, *Hagar II** 68,000
34' Schock 34 PC, '87, *Cowabunga* 42,000
33' J/33, '90, *Trigger* 50,000
33' Soverel, '85, *Stop Making Sense* Reduced 28,000
32' J/32, '02, *Loon** 198,000
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29' J/29, '83, *Ex*** 22,900
29' J/29, '84, *Zulu* 25,000
27' Raider 790, '03* Reduced 80,000
26' J/80, *Wahoo** Reduced 29,900
24' Blu Sail, '03, *Phydeaux** 33,500
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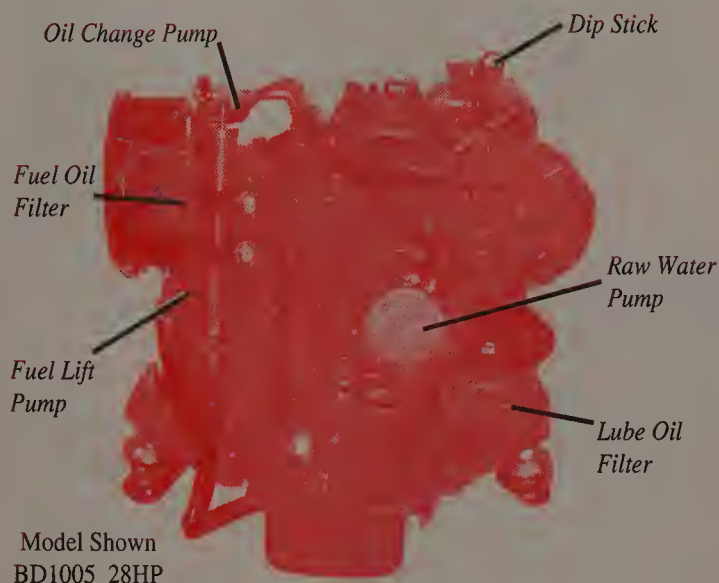
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LETTERS

↑↓CRUISING REPORT — MY BONEHEAD MANEUVER

I absolutely love your magazine, particularly because you are intent on reporting the facts while having fun. Here is a factual tidbit that might be of interest to fellow cruisers.

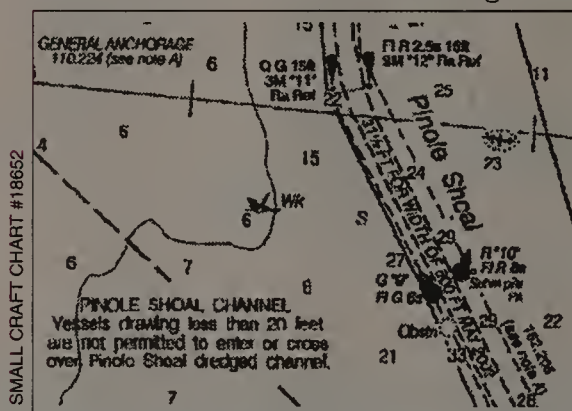
On Friday night of Labor Day Weekend, we sailed from South Beach Harbor in San Francisco to Napa. Then on Sunday, five of us cruised back down through Mare Island Strait and turned into San Pablo Bay on our way back toward San Francisco. The wind was very light, but we were in no hurry, so we were happy to sail at about two knots over the ground. As we crossed the narrow shipping channel, we noticed a ship coming up from the Carquinez Strait. I know that the ship had the right of way and that we needed to move. But one of our crew advocated that we didn't need to turn on our motor, but could rather tack away. Which we did in the very light wind.

Well, the pilot on the ship blew his horn seven times in a row, so we turned on our motor and quickly got out of the way. The ship did not have to change course or reduce speed. When passing, somebody on the ship turned on the ship's loudspeaker and yelled something like the following: "Are you aware that it's illegal for you to be in this channel? You have committed a felony. I will not turn you in this time, but if I see you again, you will go to a federal penitentiary!"

We were a tad indignant — or at least dumbfounded — and debated whether the guy was telling the truth. We observed at least three other sailing vessels in the same channel. We continued on our way, ending up off McNear's Beach, becalmed. We went swimming and otherwise messed

around, having fun. The deal was that we were determined not to turn on the motor, and arrived back at South Beach at 9 p.m.

But the question of whether the guy was right still bothered



If you are in a small boat you are absolutely prohibited from the Pinole Shoal dredged channel.

us. So we looked it up in the Code, and yes, it appears that he's correct. Some 700 pages into the document is 33 C.F.R. Part 165, which indicates that boats aren't permitted to enter the channel. What's more, there are a whole bunch of additional regulations regarding how close a recreational boat can get to a ship, certain requirements regarding "High Interest Vessels" — yes, HIV! — and what other channels may be entered or crossed.

Perhaps you guys can do an article on these regulations. I really had no idea about their scope, and have sailed around just trying to have fun. For example, we anchored in Clipper Cove last year only to find out that the anchorage was illegal. But I've always observed the *Latitude* admonition: Stay away from commercial ships in the Bay — period. Apparently, this is not enough. Anyway, thanks again for your great magazine.

Name Withheld So I Won't Go To Jail
South Beach Marina

N.W.S.I.W.G.T.J. — Thanks for the kind words. There was

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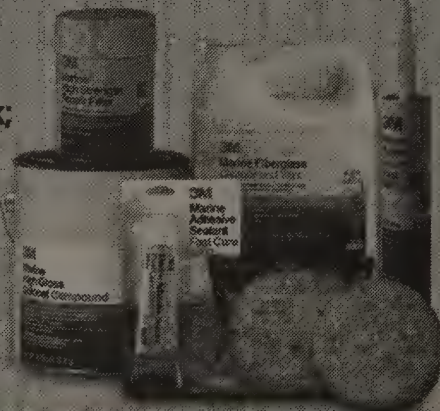
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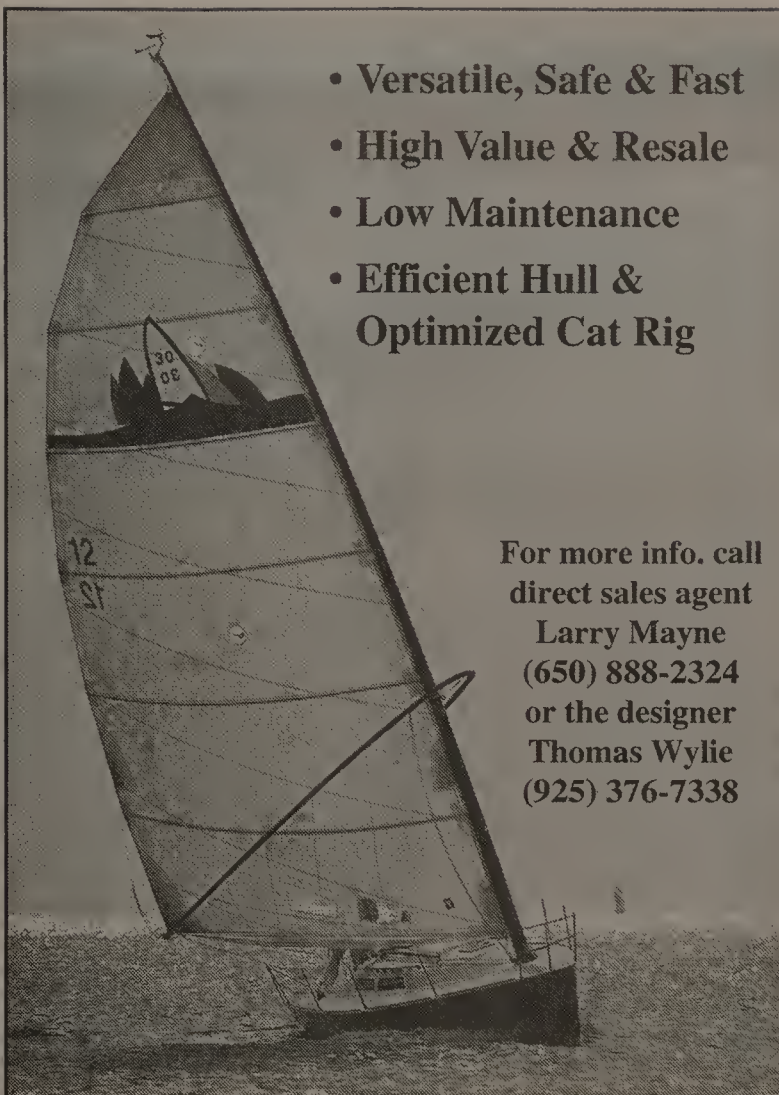
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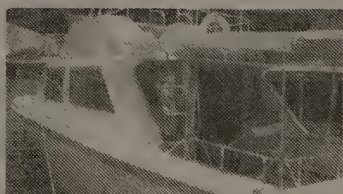
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LETTERS

no need for you to page through the many pages of the Code of Federal Regulations, for if you look on your Small Craft Chart #18652, you'll see the following notation in bold letters: "San Pablo Shoal. Vessels drawing less than 20 feet are not permitted to enter or cross over the Pinole Shoal dredged channel." Anybody who has done any of the many races that take boats across San Pablo Bay is familiar with this rule, as it's specifically pointed out in every race instruction. Enter or cross the channel in a race and you'll almost certainly be protested by a competitor and thrown out of the race.

If you look a little closer at the chart, you'll see that there is a good reason for the prohibition. Ships have nowhere to go outside that narrow channel. So if some small boat got becalmed or ran out of gas in the channel, the pilot on the ship is screwed, for he's got to decide whether to run the little boat down or run the ship aground outside the channel. Since there is plenty of room on both sides of the channel for recreational boats, there is no reason for a pilot to ever have to face that decision.

Having said that, we'll be the first to admit that plenty of recreational boats do break the law by going into or crossing that channel, but rarely when there is any ship traffic. And yes, we'll confess we've done the same thing several times, but only when there wasn't a ship in sight. But it's a bad habit to get into, as when other boats see you doing it, they naturally might assume it is permitted. While we're certain the Coast Guard wouldn't have sent you to jail for your violation, we expect you understand that the guy on the ship who yelled at you had more than a little reason to be cranky.

To our knowledge, the Pinole Shoal dredged channel is the only one that small boats can't be in or cross. There are a few other places — such as the munitions pier up by Port Chicago — that you have to keep a certain distance from, and since 9/11, a series of rules have been instituted about keeping certain distances from various kinds of ships. But if you give ships plenty of room to maneuver everywhere on the Bay, and stay out of the Pinole Shoal dredged channel, you shouldn't have any problem.

And thanks for the suggestion about doing an article on the rules of the road and other good things to know about the Bay — such as where ships commonly make sharp turns. Perhaps the boat show issue at the start of each season would be the best time.

↑↓THE \$50,000 QUESTION

If you had a maximum budget of \$50,000, what boat would you recommend for the high seas?

Steve Morris
San Francisco

Steve — As much as we'd like to give you a precise answer, it's too subjective — sort of like asking us what kind of woman you should marry. In addition, "for the high seas" isn't very specific. Does that mean you want to do a nonstop circumnavigation, cruise the Pacific for five years, or mainly hang around on the hook in Mexico and Central America? You may want a different boat for each of these purposes.

The nice thing is that there is an enormous variety of boats to choose from that would fit your needs. You could choose from a great number of retired racing boats, which might be bare bones but would go like hell. You could get one of the very many racer/cruiser production boats, such as an Islander, Catalina, Hunter, Cal, Columbia or Ericson — of which there are many. Or you might prefer more of a traditional cruising boat, such as a roomy Westsail 32 or an Aries 32.

And you don't have to spend \$50,000 if you don't want to.



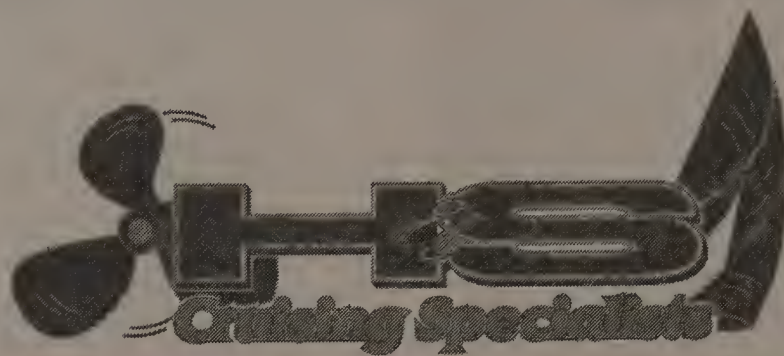
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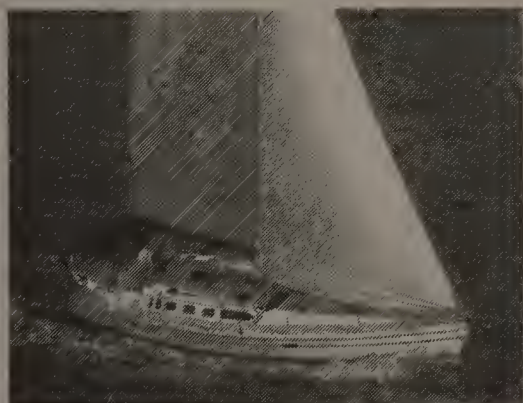
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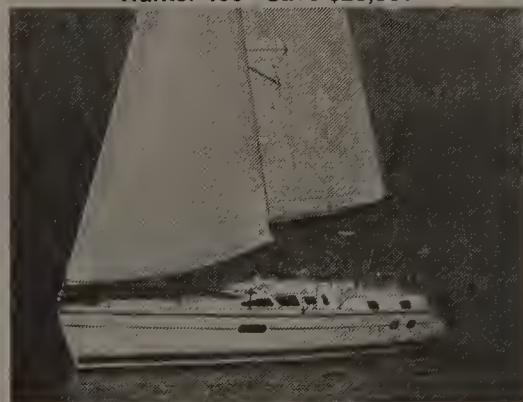
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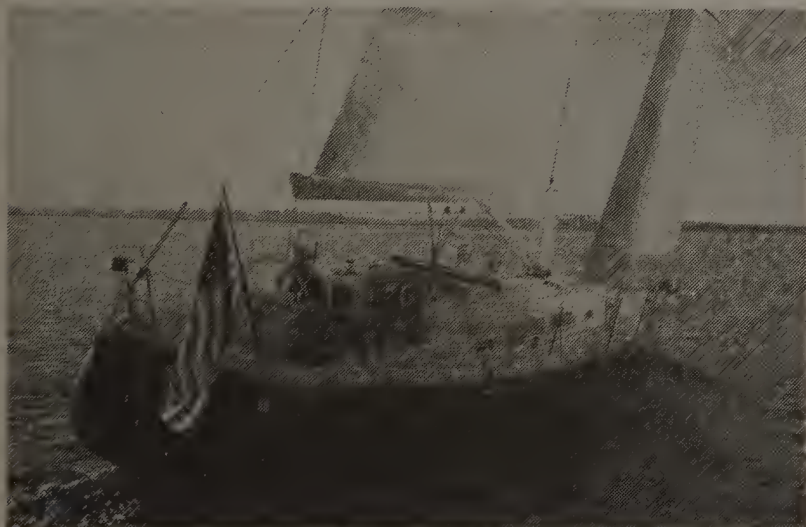
Navigator
YACHTS

SABRE

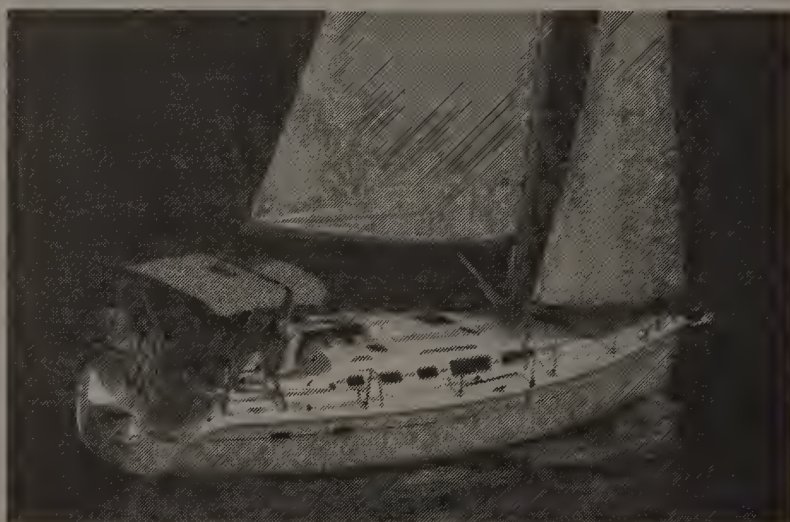


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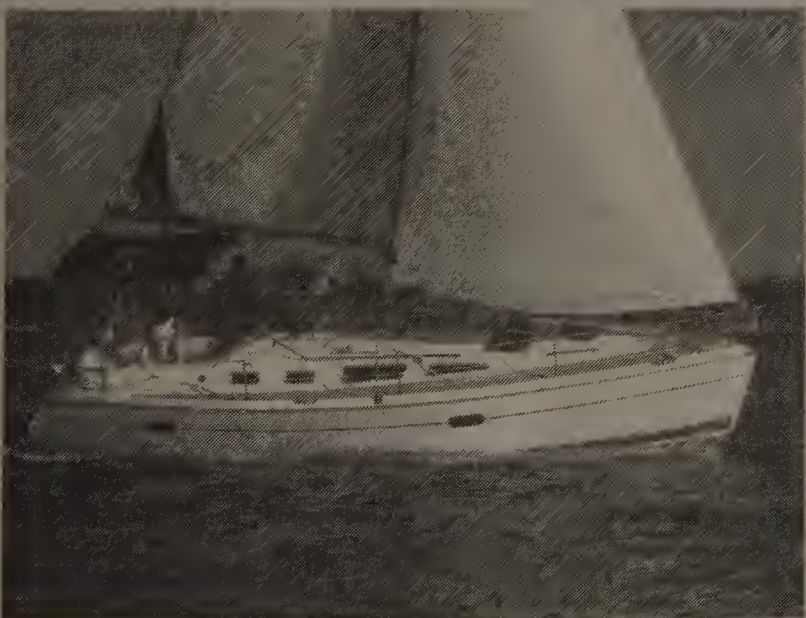


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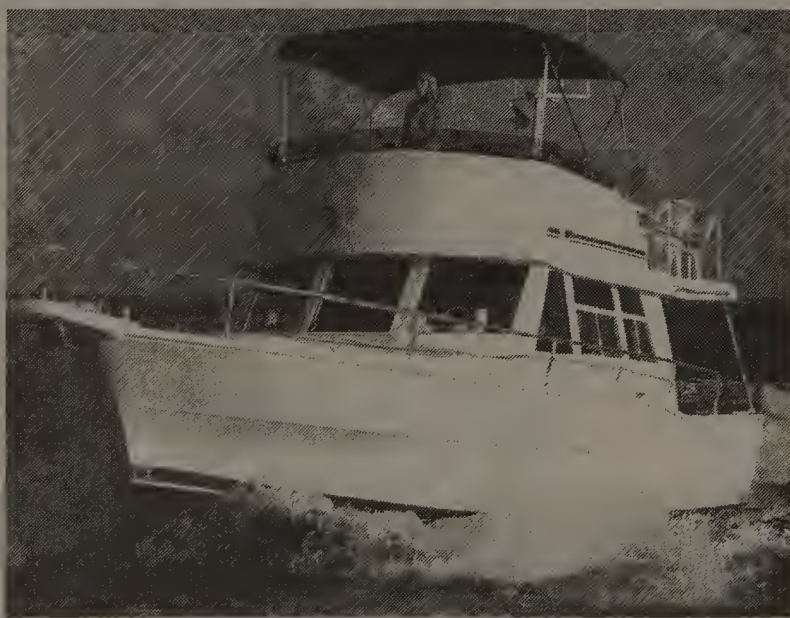


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LETTERS

In last month's *Classy Classifieds*, there was a Columbia 8.7 (29 feet) with a newly-rebuilt diesel for \$10,600. We don't remember the guy's name, but there was a novice sailor from Santa Cruz who cruised one from here to the Red Sea before he took ill. There's a Cal 27 — like Twiga, which Steve and Marja Vance of Dana Point circumnavigated aboard for seven years — for \$8,500. How about a Yamaha 33 for \$25,000? Foster Goodfellow and Sally Andrew of Alameda spent about a dozen years sailing theirs from the glaciers of Alaska to the glaciers of New Zealand. There's a Cascade 36, which had



JASPER BENINCASA

How expensive a boat do you need for cruising? Flo and her husband Jasper did the Ha-Ha and have made it to French Polynesia aboard an inexpensive Columbia 34 MKII.

already circumnavigated, as have several sisterships, for \$45,000. How about a Cal 39, a sistership to Thistle, which Duncan McQueen of Los Osos took around the globe? Here

are some other inexpensive yachts from Latitude's circumnavigator's list that have been sailed around the world: Rawson 30, Irwin 37, DownEast 32, Piver 32.5, Yorktown 40, Columbia 24, Bodega 30, Olson 30, Rival 36, Cape George 31, Islander 34, Columbia 34 and Dreadnought 32. C&C has made some fine yachts, too. In last month's *Changes*, Ken Hellwell reported buying the C&C 38 Topaz for \$32,000 from Robert Peterson of San Francisco, who'd done a six-year circumnavigation with her. Hellwell then did a 4.5-year trip around the world with the same boat. You might even be able to find a banged-up Cal 40 in that price range, and certainly a rock-solid Westsail 32. The problem is not a lack of capable boats, but of you finding out which one appeals to you and suits your purposes. Remember, of course, that some of these boats may need further investment to be ready to go around.

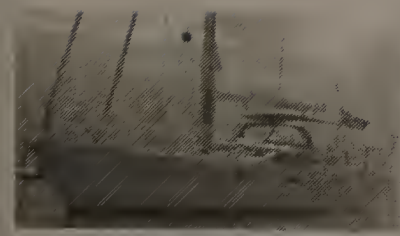
Where can one see lots of older model boats in one place? How about Cabo San Lucas right after the end of the Ha-Ha? There will be more than 100 different models between 25 and 63 feet, all with owners aboard no doubt willing to give current reviews of their boats. What a unique opportunity! The only problem is that few, if any, of them will be for sale.

↑↓ IF THE TECH GUY CAN'T DO IT, WHO CAN?

Fuel and related issues seem to be all you talk about these days. First the West Marine fuel filter, which we discussed last month, and now you'd like me to do a photo demonstration of how to pour fuel from the new 'environmentally-friendly' fuel jug into a fuel tank?

Here's an experience that will explain how I feel about the fuel jug. I bought a Tahoe-compliant Mercury four-stroke, 4 h.p. outboard for my family's Rhodes 19 on Fallen Leaf Lake. While picking up the engine, I also bought one of the new CARB-compliant fuel cans — since that's all you can buy in our West Marine stores. I believe it was a Specter two-gallon model, #2590750. I took the engine and gas jug to the lake, installed the engine — and spent the next 20 minutes trying to fill it from the low-pollution gas jug. I spilled fuel in the lake, on my clothes, into the bilge of the boat — all over the place! Try as I might, I could not burp the pressure out of the

Pre-Cruised Best Buys



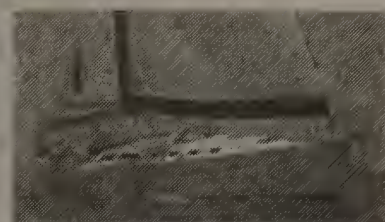
'01 Oyster 56 • \$1,355,000



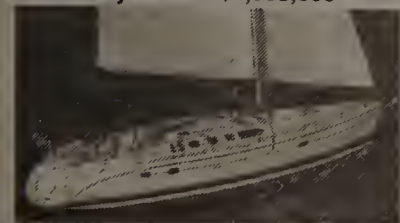
'01 Jeanneau 52.2 • \$430,000



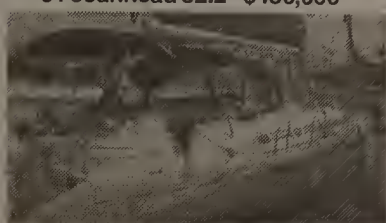
'82 Valiant 47 • \$245,000



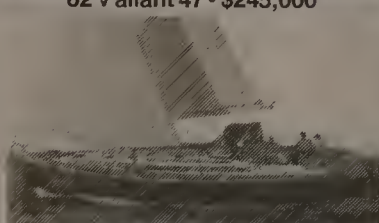
'02 Catalina 470 • \$294,500



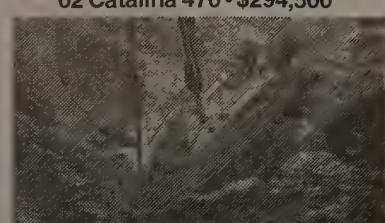
'04 Hunter 466 • \$230,000



'97 Beneteau 463 • \$169,000



'00 Jeanneau 45.2 • \$265,000



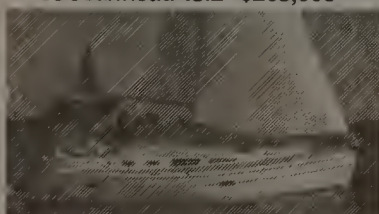
'02 Jeanneau 43 • \$249,500



'74 Morgan OI 41 • \$58,500



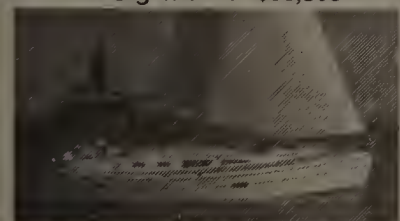
'90 Sabre 38 MkII • \$179,900



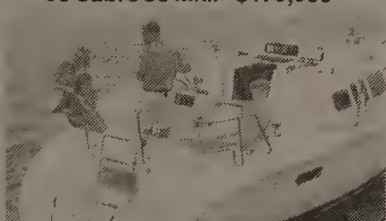
'04 Hunter 36 • \$129,995



'99 Jeanneau 36.2 • \$119,000



'03 Hunter 356 • \$119,995



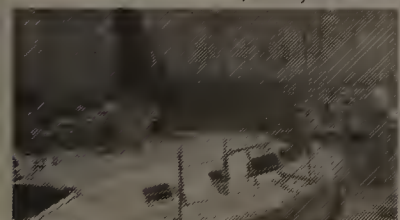
'96 Hunter 336 • \$68,500



'01 Hunter 320 • \$77,000



'00 Hunter 320 • \$69,750



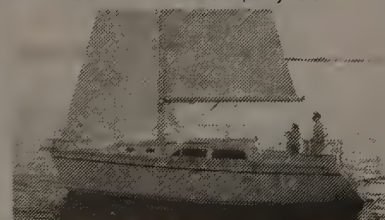
'95 Catalina 320 • \$69,900



'99 Hunter 310 • \$65,000



'99 Hunter 310 • \$59,995



'93 Hunter 30 • \$39,900



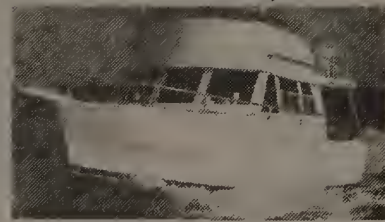
'96 Hunter 29.5 • \$43,900



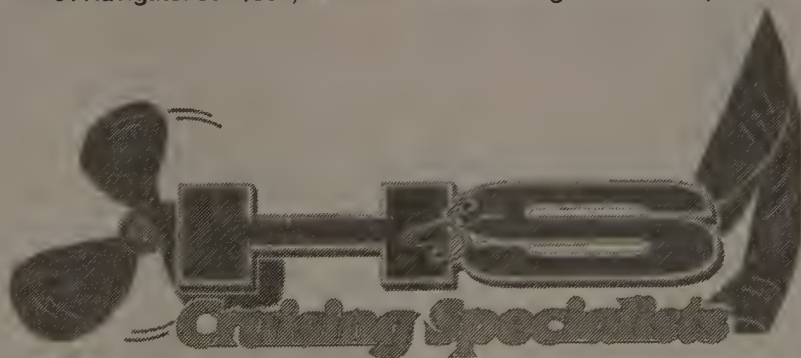
'01 Navigator 56 • \$599,000



'01 Navigator 56 • \$659,000



'00 Mainship 390 • \$219,500



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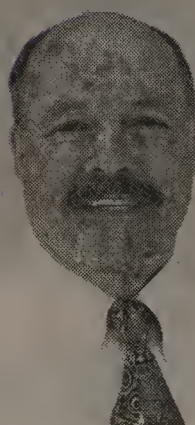
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LETTERS

can, pour it, and stop it at the right moment. It was impossible. As the Mercury outboard has the option of a remote tank, I believe that's the only way to safely, cleanly, and legally fuel the outboard in California.

When I mentioned the problem to Scepter, they sent me a non-compliant, non-super-complicated spout, which worked all right. The only problem is that the jug, by law, can't have a vent on it, so the fuel surges.

I don't know what to do about this problem. I sincerely think that CARB, as with the MTBE mess, created a much larger problem than they solved. I consider myself an environmentalist, but I honestly can't see how these jugs reduce pollution.

Chuck Hawley
West Marine Products

Readers — If a tech expert such as Chuck Hawley can't pour from an 'environmentally-friendly' fuel jug without making a mess, how are the rest of us mere mortals supposed to do it? We say 'back to the drawing board' for CARB.

↑↓WHAT GOOD CAN WE DO TO HELP IN PARADISE?

Recently I read of the couple who put together an annual illegal cruisers rally to Cuba, where people loaded down their boats with goods for humanitarian aid. Although I also read of — and deplore — our government's decision to prosecute them, I'm interested in other ways people have used their boats and their travels to help people in the countries they visit. I'm not above a little illegal activity, but the benefit has to correspond to the risk.

We would like to take off cruising now that we have the boat — *Tutto Bene*, our Beneteau 38s5 Pacific Cup vet — to do it in. We only need any adequately good cause to motivate us. The Admiral's world view hesitates to allow extended time to pass without some contribution to the common good.

Jack Vetter & Carly Hegle
Tutto Bene, Beneteau 38s5
Vallejo YC

Jack and Carly — When it comes to Cuba, we can't decide whose policy is more counterproductive: the Bush administration policy that won't let Americans freely visit Cuba, or the Castro regime's policy that won't allow Cubans to freely leave the prison-like island. As such, when we took our boat to Cuba, we had no compunction in defying the U.S. government's wish that we not visit Cuba, and the Cuban government's prohibition against us giving aid to individuals, as opposed to the corrupt central government. Screw 'em both! However, that was 10 years ago. Given today's deteriorated relations between the U.S. and Cuba, we believe potential risks of trying to bring aid to Cuba might exceed the potential rewards.

The good news is that, no matter where you cruise outside of the United States, there is plenty that you can do to help — as other cruisers have long been doing. Off the top of our heads, for Mexico alone we can think of the cruiser efforts such as Subasto in La Paz, Loreto Fest in Puerto Escondido, the Chili Cook-Off at Paradise Marina, the Spinnaker Cup for Charity in Banderas Bay and the Zihua Fest in Zihuatanejo. Hundreds of cruisers have worked at these events to raise tens of thousands of dollars for truly great causes. The great thing is that, unlike in the United States, just a little money goes a long way in Mexico and the rest of the Third World, especially since, in most of the events listed above, very little, if any, money goes to administrative overhead. In addition, there are many other individual and small group cruiser programs that go unno-

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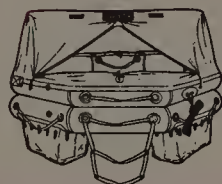
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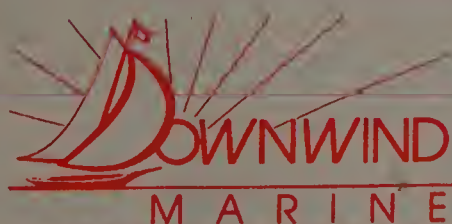
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- Oct 7 Cruising on 12 Volts - Barry Kessler, Altra Regulators CEO/Xantrex/Heart/Trace Rep
- Oct 12 Inflatables: Maintenance, Repair & Choosing the Right One - Brian Wagnan and Joe Simoes, Dinghy Dr.
- Oct 14 Outfitting Your Boat For Safety - Bruce Brown, Switlik/ACR
- Oct 19 Favorite Mexico to Panama Destinations - Jim O'Connell, circumnavigator
- Nov 4 Surviving and Enjoying Cruising in Mexico - Dotti Olsen
- Nov 9 Cruising the Sea of Cortez - Gerry Cunningham, Cruising Charts
- Nov 11 Weather Watch - Dan Brown
- Nov 16 Cruising on 12 Volts - Barry Kessler, Altra Regulators CEO/Xantrex/Heart/Trace Rep
- Nov 23 Favorite Mexico to Panama Destinations - Jim O'Connell, circumnavigator
- Nov 30 Inflatables: Maintenance, Repair & Choosing the Right One - Brian Wagnan and Joe Simoes, Dinghy Dr.

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All seminars start at 7:30 PM and are held at Point Loma Assembly, 3035 Talbot St. (except as noted). Seminars are \$3/person.



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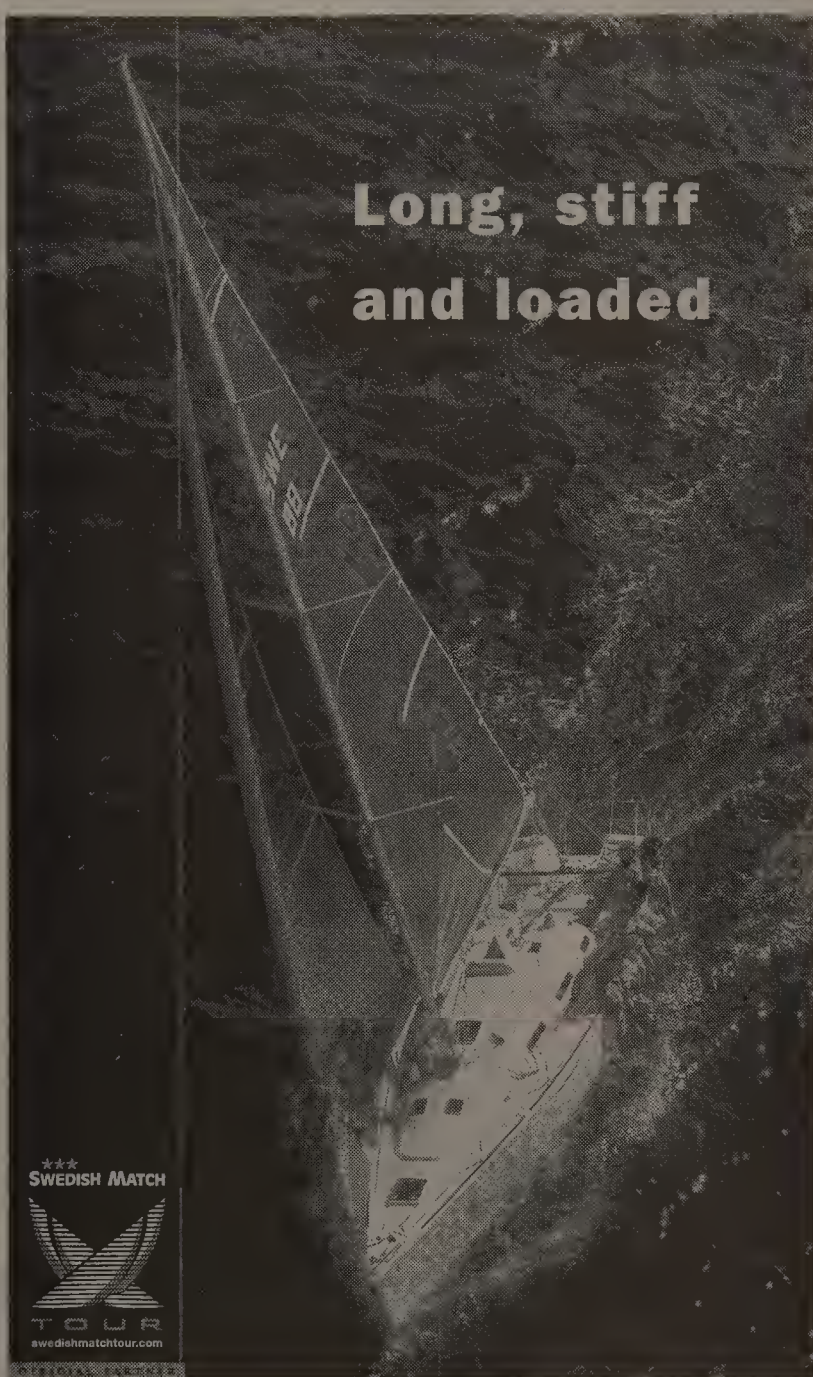
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ticed or don't seek publicity.

Further south in El Salvador, there was a big cruiser program to help build housing for earthquake victims that went on for several seasons. In French Polynesia, we know of cruising optometrists who distributed used eyeglasses in the remote islands — and, ironically, pissed off the government in Tahiti in the process. In addition, there have been countless cruising doctors who have given exams, treatment and supplies to patients in impoverished communities.

The truth is that most active cruisers are intelligent and energetic folks who soon feel a desire to help out the communities they visit. And when you leave the United States, Lord knows you'll quickly see that the Third World needs all the help it can get. If you're still looking for useful things to do, the general areas of health, education and the environment are three places to start.

↑↓NO POINTS AT ALL IF YOU DON'T IDENTIFY YOURSELF

If you were one of the *Latitude 38* crewettes contacted by a skipper who omits any mention of his name or his boat, and who uses an email address of "public_computer" when looking for a female crew/mate/partner, what would your reaction be? Here's how his ad read:

"Ever wanted to just leave it all behind??? Take off and sail away?? Find small islands and trade items with the locals?? I do and I am looking for female crew/mate/partner. I am 40, white, clean cut professional (Sienfeld lookalike) and have been in/on boats for 30 yrs. I hold a master 100 ton and plan to sail from Galveston, TX to warm places. If you are interested, real and serious about sailing away, join me. Please reply if serious, Thank you. Extra points if you do not smoke, but it's not a deal-breaker if you do."

Please don't use my name, but I'm on the Crew List and am understandably curious whether the secretive author of the attached email is protecting something more fishy than just his identity — or is truly an enlightened man "interested, real and serious, about sailing away" with an older woman?

Name Withheld By Reasonable Request
Planet Earth

N.W.B.R.R. — A guy who doesn't give his name, his boat's name, or even a personalized email address — and can't even spell Seinfeld correctly? Come on, there's no way you want to respond to something like that. Knowing who you are dealing with is the first step in protecting yourself. Take the following letter for a good example of a reasonable amount of disclosure.

↑↓A LADY WHO HAS BEATEN THE CALENDAR

Every 20 years my wives have decided to give up sailing, and I have had to find a new shipmate/hostess. So here I am again. A few years ago some mature ladies wrote in saying they felt discriminated against, as a lot of the harmoniac captains were using their boats as pogeey bait and only looking for bikini babes. So maybe some of those ladies would be interested in contacting me at ERNIECOPP2@msn.com.

While I was born about 78 years ago, by a quirk of nature I am still healthier and stronger than most middle-aged men. And my sense of adventure is intact. I have a very nice Cheoy Lee Offshore 50 ketch, which I have cruised across the Pacific, to Hawaii, and to Mexico numerous times, including on the Ha-Ha.

I am looking for a lady who has also beaten the calendar likes sailing, and would like to join me for local sailing and my eighth trip to Baja. The main destinations this year will be La

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LETTERS

Paz and Mazatlan. A personal relationship is possible if lightning strikes, but we all need friends in the meantime. I will also be taking a third crewperson, and will consider any replies from interested crew. I also have a crew ad in the *Classy Classifieds*.

Ernie Copp

Orient Star, Cheoy Lee Offshore 50
Alamitos Bay Marina, Long Beach

↑↓BULLIES ON SHIPS — AND OTHER PLACES

Your reply to Hans Bakker's letter regarding *Bullies On The Bay* was accurate in its facts, but his complaint that commercial shipping behaves arrogantly toward recreational boating was not as unfounded as you implied. For many years, I was a merchant marine officer. Later, while pursuing law and doctoral studies, I worked summers on coastwise tankers. That enabled me to ship out only during summer recesses. These tankers entered and left San Francisco Bay almost weekly. Most of the captains were licensed to do their own bar and inland piloting. A few old-timers enjoyed annoying sailing vessels, and never missed an opportunity to squeeze a sailboat or sailboat race, often while giving hateful commentary. The regular bar pilots on other ships mostly refrained from such misconduct, even though some clearly preferred to hang on the whistle rather than make a minimal course change. I was on the bridge of a freighter when one of these professionals intentionally endangered a fishing and sailboat near the North Tower of the Golden Gate Bridge, which infuriated the captain to the point that he formally recorded it in the log.

Furthermore, in my more than 30 years of sailing the Bay and California coast, from that perspective I have witnessed unnecessary disregard or game-playing by commercial shipping as well. Mr. Bakker had a point.

Louk Wijsen
Noordzee
Alameda

Louk — If you say it was your experience that there were some old-time tanker captains who enjoyed bullying sailboats on the Bay, we're not going to doubt you. After all, bullying is a fairly common human shortcoming when one person has a great advantage over another, and it is not limited to people working on the bridges of ships. For example, we remember the guy with the party fishing boat about 10 years ago who used to bully all the racing boats by anchoring directly in their path at nearly every mark. And when sailboarding was new, we can remember many exasperated sailors who tried to bully novice sailboarders off the Bay. And we won't even mention the bullying that sometimes goes on between powerboaters and kayakers.

Of course, what do you think the ratio is between recreational boats violating the rules of the road by interfering with shipping and ships that bully recreational boats? We'd estimate it to be something like 100 to 1. If anyone doubts it, we invite them to stand on the east side of the Golden Gate Bridge some weekend afternoon and observe some of the foolish and illegal moves made by skippers of recreational boats. The most common problem is recreational boaters who see things only from their very limited perspective rather than understanding that they are but one part of a much larger picture, a picture which a ship's pilot extends several miles ahead. In recent issues of *Latitude* there is plenty of evidence to support the notion that ignorance and poor judgement on the part of recreational sailors is all too common: the guys who foolishly tried

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LETTERS

to sail over the towline between a tug and a barge, the sailor ignorant of the rules of the road who flipped off the bar pilot beneath the Golden Gate and, in this issue, a well-intentioned skipper who didn't realize that small boats are always prohibited from the dredged channel at the Pinole Shoal.

Here's our message to fellow sailors: We've sailed the Bay thousands of times over 30 years and can't recall ever having a problem with a ship — probably because we've always found it so easy to give them plenty of room to navigate. If anyone doesn't understand why this is necessary, they should contact the Coast Guard for a copy of their *Sharing The Bay* video.

In any event, Louk, we're glad you at least somewhat came to Mr. Bakker's defense — because as you'll see, you were the only reader who did.

↑↓WHAT DID YOU THINK WHEN YOU READ HIS LETTER?

I had a thought as I read Hank Bakker's letter in the September *Latitude*: "What a fucking moron!"

John Sullivan
Granite Bay

↑↓ARROGANT AND DANGEROUS ATTITUDE

I had to read Hank Bakker's letter twice to realize that he was being serious. My mouth hung open in disbelief. Mr. Bakker seemed to be saying, "Screw the rules of the road, I'm gonna have fun!" I can't believe that somebody could rationalize such poor seamanship. To make matters worse, you published his diatribe! But on reading your response and then rereading Mr. Bakker's comments, I understand why you did. Kudos.

Mr. Bakker's arrogant and dangerous attitude is shared by a small subset of sailors in the Bay. You did an excellent job of pointing out the technical and safety issues. I'd like to add one more point. Officers and crews of freighters, tugs, and fishing boats are aboard to make a living on the water. When I learned to sail some 30 years ago, the skipper gave me some good advice: "Keep out of the way of a fellow making his living. We're playing and he's feeding his family." There is no race or dinner date so important that we should risk someone's life, limb or livelihood. This is as true today as it was back during the Nixon Administration.

Dan Schuster
San Francisco

↑↓BAKKER HAS RUN AGROUND ON BRAIN DEAD SHOAL

In the last issue of *Latitude* you did a great job of explaining to Hank Bakker the reality that we sailors have to share the Bay with — and sometimes give way to — ships and large commercial traffic. You even suggested that he was a "dummy" for not knowing when he had to give way to ships. To call him a dummy understated the case. His comments and attitude — such as flipping off the bar pilot when he himself was in the wrong — suggest that Bakker has sailed way beyond Dummy Island and has run aground on Brain Dead Shoal.

In July of 1981 (vol. 49, p. 107), you published some pictures that were taken from the bridge of the tanker *American Sun*, which showed an Islander Peterson 40 flying a spinnaker on a collision course with the tanker's bow. The accompanying article, written by the ship's mate, highlighted the reason for the regulations that require sailors not to interfere with the navigation of ships. That article described the emergency response that the tanker's skipper had to take, a response that jeopardized the safety of his crew. If reprinted, those photographs would give every reader the frightening view from the ship's perspective. These pictures clearly showed

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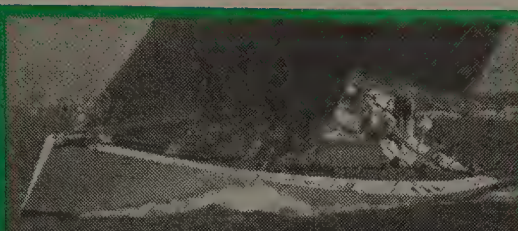
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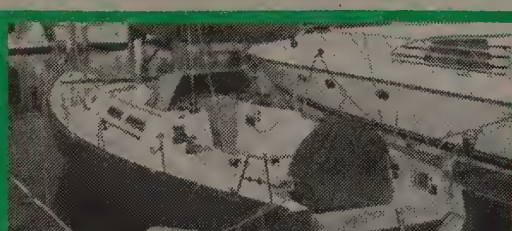
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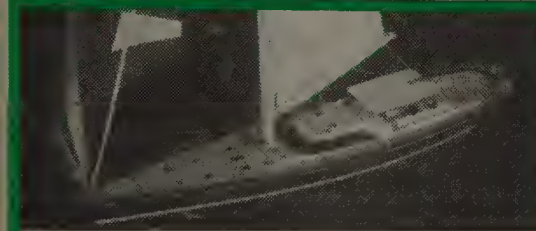
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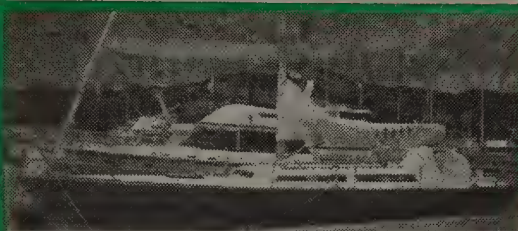
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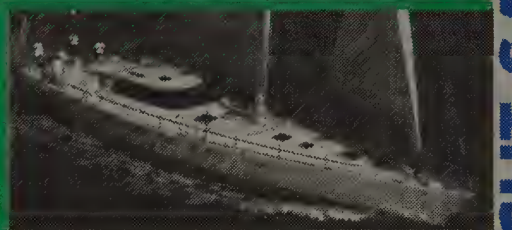
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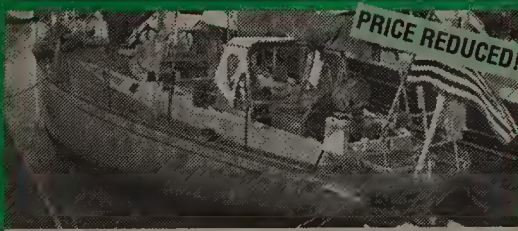
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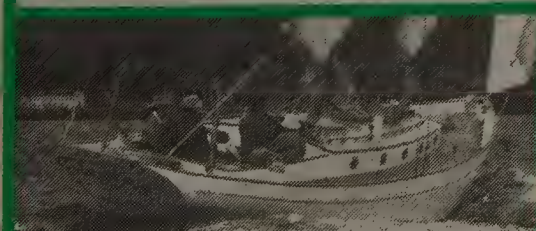
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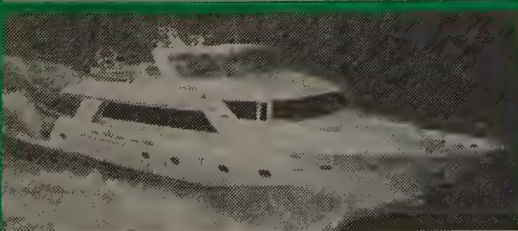
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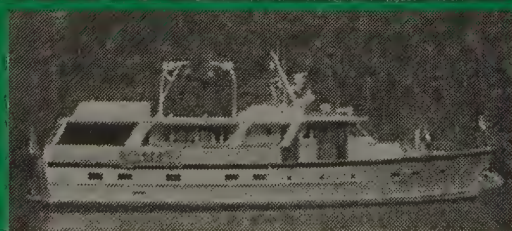
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LETTERS

that a large ship cannot easily avoid the misdeeds of small boats.

Why do I remember those pictures, the article, the date, the volume number, and the page number? Because I was on the foredeck of that sailboat. Those pictures reminded me of



STEPHEN FUCILLO

This was the moment Jackson got religion about staying clear of ships.

how it felt to look straight up at the center of a huge ship's bow, hearing the rush of the water around her bulb, and wondering if we would be drowned under the enormous hull or ground into bits by the prop. The photo that couldn't be taken from the ship — because we were hidden under the bow — would have shown our broached boat pinned on her port side, lying still beneath the immense gray bow of the oncoming tanker. As the ship's bow flair had cut off our wind, the wave against the bow bulb picked us up and spun us 180 degrees — thank you, God! You can see the results in picture #4. Why our kite or our standing rigging didn't foul somewhere on the tanker's bow and drag us against the hull and underwater is something that remains a mystery to me.

What is not a mystery is that the wind direction changes dramatically as it passes around the flanks of a large ship. In other words, the wind that sailors experience when they are well clear of a large ship will not be the same wind that they get when in the lee of its bow. Hence, our broach after picture #3. These rapid changes in wind direction can easily put a sailboat in a position where the skipper quickly loses control and can no longer avoid a collision with a ship.

Bakker also made the claim that it was easy for a big ship to stop or avoid small vessels. The laws of physics suggest that it takes infinitesimally less energy to make a major course change on a small boat than it does to make even a minor change to either the speed or the direction of a large ship. But why confuse Bakker with reality? If you reprint the photos, perhaps they'll convince Bakker to change his views — before they condemn him, his family, and his friends to be ground into bits under the hull of a large ship.

Mike Jackson
Wings, Columbia 5.5 Meter
Alameda

Mike — We'd forgotten about those photos, which are quite dramatic. The quality is poor, but the subject matter is so compelling that we've decided to run the series of them in this month's Sightings.

Let anybody think that there's some reason a sailboat can't be run down by a ship, we'll invoke the memory of Lou Albano, a Sausalito marine woodworker who was a friend of ours in the early '70s. One night he and a friend were sailing Lou's engineless 30-ft wood Hurricane sloop back from the East Bay,

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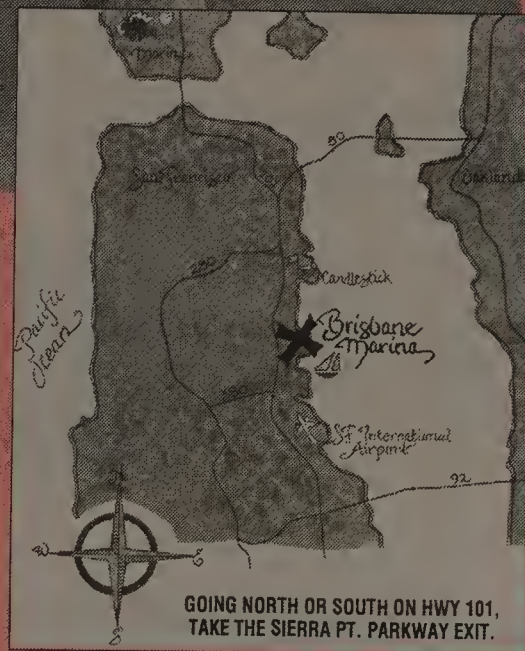
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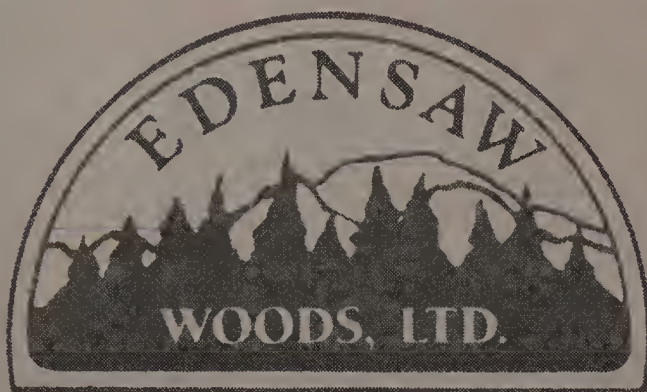
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LETTERS

when they became becalmed in the Central Bay. Albano saw a ship leaving the East Bay that at first looked as though it was going to easily clear his boat. But then the ship, which apparently never saw the little sloop in the darkness, began its turn toward the Gate, and increasingly came onto a collision course with Albano's boat. Unable to get out of the ship's path, the helpless Albano — according to Vessel Traffic Service recordings — hollered warnings over the VHF that he was about to be run down. And that's exactly what happened. The last person to hear anything from the crew of the Hurricane was a crewmember at the stern of the ship, who said he heard some cursing from a person in the water. He threw a lifering over, and the ship turned back as soon as she could to search for the victims, but as we recall, no trace was ever found of Albano or his friend.

Having had a friend die as a result of being run down by a ship has always reinforced our decision to give ships plenty of room to maneuver, as well as to try to anticipate any changes they might make in course.

↑↓THE TROPICAL OUTLOOK ON SPECTRA MAINS

Those of us here in the tropics are seeing some problems with laminated Spectra mainsails. Ours failed after three years and 15,000 miles, which included lots of night sailing and having the sail in storage for two summers. And we always covered our sail when it wasn't being used. The problem is that the cloth is delaminating and becoming extremely weak. After talking with other sailing friends around the world, we have heard enough similar stories involving different sailmakers and cloth companies to believe that ours isn't an isolated problem.

On a related note, we have also had a lot of trouble with sail rings webbed on with Spectra. Both a genoa clew and a spinnaker head had the webbing rip in moderate use and conditions. We loved the performance of the Spectra main, but have replaced it with a Dacron sail. We hope this helps someone headed to the tropics avoid a sail problem.

Jim Forrest & Jeanette Denby
Dancer
Marshall Islands

Jim and Jeanette — Sailmaking has evolved tremendously over the last 20 years, with the development of different fabrics and sailmaking techniques. Early in the evolution of some of the techniques — such as the laminating of Spectra and other hi-tech fabrics — there were problems, most of which seem to have been solved.

For instance, John Haste of the San Diego-based Perry 52 cat Little Wing reported that his relatively old laminated Spectra mainsail began to delaminate shortly after he arrived in the tropical waters of the Caribbean last year. He opted to replace it with a Dacron main — and quickly came to regret it. In less than two months of sailing in windy Caribbean conditions, his new main had lost all its shape. Profligate, on the other hand, has had a laminated Spectra main for four years. Despite heavy use in the tropics and frequent use in apparent winds over 25 knots, it's been bulletproof and shows no signs of impending failure. In other words, buying a sail for cruising in the tropics is not quite as simple as "Dacron is good and Spectra is bad."

Because of all the choices, buying a main can be a relatively complicated, as well as expensive, proposition. As such, we recommend that anyone considering buying one consult with a sailmaker. Getting a second opinion isn't a bad idea either.

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LETTERS

⚡ BUY PRESCRIPTION DRUGS SOUTH OF THE BORDER

A reader requested information about buying prescription drugs in Mexico, but not wanting to be arrested. The problem starts with the definition of prescription drugs. What they are in the United States is not the same as in Mexico. There are few drugs in Mexico that require a doctor to prescribe them, and those are generally narcotics and some cardiac medicines. There are others, as I have seen a list, but I never needed any of them so I don't know which ones they are.

In any event, the drugs Ms. Wilson was arrested with are all available over the counter. If there is a law about having too many, I've never run across a *farmacia* that would limit the amount. I certainly have had larger amounts in hand or at home, and have sometimes been given large amounts at Seguro Social after a visit with our doctor.

For those who want to visit Mexico, try to determine whether the particular drug is available here — almost all are, including the new ones — and buy your major supply here rather than paying the outlandish prices in the States. Even drugs under patent are far cheaper here, and if one can do with generics — and usually there is no reason one cannot — the savings are very large. For example, Proscar here is about half the cost of what it is in the States. Zocor is about \$100 for a month's supply here, which I suspect is considerably less than in the U.S. Generic oral hypoglycemics for diabetics are probably a tenth of the U.S. cost, and one doesn't need to feed the doctor's kitty to buy them.

The least expensive *farmacias* here in La Paz are ISSSTE and Fenix, and the best place for generics is the Farmacia Similares chain, where everything is inexpensive and available.

I know there are lots of scare stories about counterfeit drugs here, but after 16 years I have yet to run across any. I suspect they are no more common here than in the States, where they do exist. Much of the scare tactics seem to be generated by the FDA and the 'ethical' pharmaceutical industry, both of whom I believe ought to be ashamed of their actions.

Ellis Glazier
La Paz, Mexico

Ellis — Thanks for the information. Stories about Americans looking to buy less expensive drugs in Mexico have been all over the news recently, as a number of Americans — and some Mexican pharmacists — have been arrested for having drugs that weren't prescribed by Mexican doctors. So Americans heading to Mexico need to bring prescriptions along with their drugs, and if they buy them in Mexico, think twice about buying them without a prescription from a Mexican doctor. This seems to be an evolving situation, so people about to travel to Mexico need to keep up with the story.

⚡ PRESCRIPTION DRUGS IN MEXICO — A CAUTION

My husband and I enjoyed the Baja Ha-Has in 2000 and 2002. But both times after the event I had difficulty filling my four prescriptions — even at large pharmacies such as Sam's Club in Mazatlan. I was only able to purchase the exact brand, and sometimes I couldn't find the exact same dosage. The rest were generics or what I was told "would do the same thing." Unfortunately, I purchased one of the "don't worry, it does the same thing" medicines — and almost fainted while boarding a bus. The medication I got was not 'slow release' as I was accustomed to, and hit me all at once!

The next time I plan a trip to Mexico, I will ask my doctors for samples — with written prescriptions — and plead with

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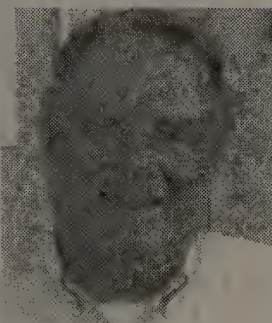
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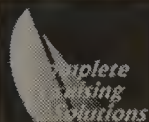
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LETTERS

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↑↓FOSS TUG IS CONCERNED

There was a letter in the September issue from a Mr. Hale titled *My Granddaughter Now Wants a Tug*. I'm wondering if you could help me contact him, because I manage Foss operations here on the Bay, and I'm deeply concerned that one of our tug skippers is alleged to have made a vulgar gesture in response to a request to slow down on the Estuary. Any help with this matter would be greatly appreciated. I can be reached at (510) 307-8762

Tim Engle
Foss Tugs

Tim — We don't have a contact for Mr. Hale, but we're sure he reads this magazine and will give you a call. We're impressed that you take his complaint seriously.

↑↓THERE WERE CERTAIN PROBLEMS

In the last issue of *Latitude* you had an interesting, if not sad, story about the two Spanish gentlemen who bought a sailboat and wanted to sail back to Spain. As the broker of record in the transaction, I would like to shed a little more light on this story.

Many people rendered assistance to these gentlemen in addition to the two that were mentioned. Scott Brear of Ballena Bay Yacht Brokers donated many days in assisting with problem-solving, equipment installation, and financial contributions. Steve Walters of *Emerald Lady* spent many hours doing Spanish translation. I personally bought them a new GPS when theirs failed at the 11th hour. There was no transactional requirement for any of the above rendered assistance. Additionally, as an experienced cruiser, I continually tried to impress upon these gentlemen that it was still hurricane season, that they needed vessel registration in some country, that they should not take crossing the Gulf of Tehuantepec so lightly, and that they were ill-prepared for undertaking such a voyage.

The final comment that I have about this misadventure is that *Latitude* incorrectly stated that the boat's "engine sprung a leak," perhaps giving the impression that the engine was in poor condition. What happened, in fact, is that they installed a new oil filter incorrectly, ignored the low oil pressure alarm that resulted, which caused the engine to lose oil and eventually seize.

Hopefully, when these two return from Spain to begin their voyage, their many friends in the Bay Area will be able to provide sound council that will assist them in making a safe voyage home.

Lenard Lee
Ballena Bay Yacht Brokers

Lenard — Thanks for the clarification about the engine problem and the help that Bi and Pincho received from you and other local sailors.

*We feel it was a case of divine intervention that these likeable guys had the engine problem that caused them to delay their voyage. Passion is a wonderful quality, but without some common sense and experience it can lead to serious problems. It's easy for novices to delude themselves with grandiose plans. When we started publishing *Latitude* more than a quarter of a century ago, there was a guy named Tiger who ran around*

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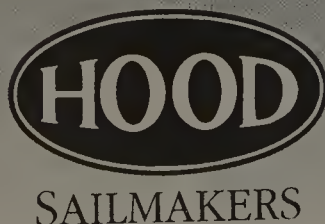
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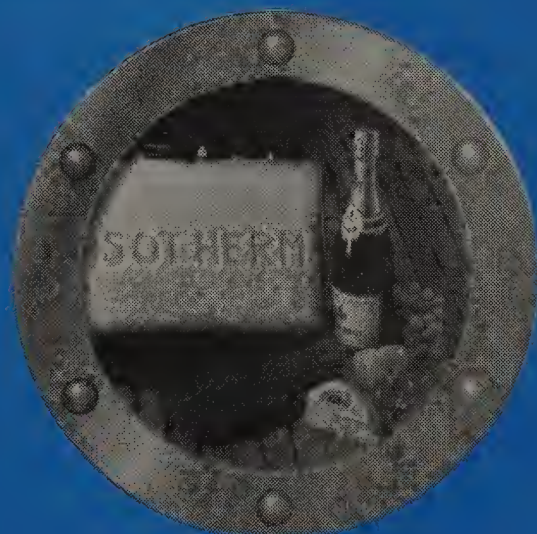
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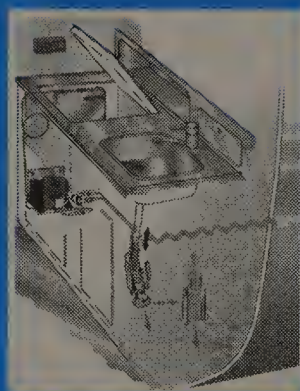
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LETTERS

raising money for a proposed circumnavigation. After a shockingly small amount of planning, he took off one day — and the boat was back in the berth the next. "I didn't realize that the water was so much rougher outside the Gate than on the Oakland Estuary," he explained. When passion collides with reality, it often results in a change of plans.

Bi and Pincho remind us of Antonio, who was also from Galacia, and was the captain on Big O on and off for many years. He bought a Van der Stadt 45 in Fort Lauderdale for a brother-in-law in Spain, and after working on her for six months, put her in the water and set sail for Spain without a shake-down. Of course it was hurricane season, and he and his girlfriend got caught in one. They survived, but barely. If you'd like, we can arrange to have Antonio try to talk just a little bit of sense into the guys when they get back. Incidentally, Antonio also lived in Panama for awhile and has a knack for getting to know people in high places. As such, he may have some Latin insight into how to create a boat registration out of thin air.

If Bi and Pincho's ferro hull was built well enough, and if they've got guts and are quick studies, we think they'll make it to Spain. It just won't be anywhere near as simple, easy or inexpensive as they imagine.

↑↓WE HAVE ADOPTED THEM AS FAMILY

Thank you for writing and publishing the article about Bi and Pincho, the two Spaniards who are trying to put together a boat here in the Bay Area to sail back to Galacia, Spain. I am the Alameda metalworker who was mentioned in the article as helping them. It was absolutely heartbreaking to them — and everyone who was helping them — when the engine seized from oil starvation just five minutes before they sailed off.

I'm a retired pilot, flight instructor, and was a farrier — horseshoer — at racetracks for 20 years. I started an architectural metalsmithing shop five years ago after my dream of a flying career faltered.

After doing some initial work on Bi and Pincho's boat, I realized what it is about them that I respect so much. Apart from having a great sense of humor, they have a passion for life that should be a model for the rest of us. Who among us would sell everything they own, fly to a foreign country, and then sail halfway around the world in a boat that is unproven outside the local bay?

When the engine failed, Bi and Pincho were devastated. They were low on money and decided to fly back to Spain to try to raise enough money to repair the boat. The weekend before they left, my wife and I decided to show them some American hospitality, and took them home for a couple of days of R&R. What a gift these two guys are! My boys, 12 and 10, fell in love with them. It was a joy to watch them, at the unspeakable hour of 6 a.m., playing soccer by bouncing a basketball on their heads! My Spanish-speaking Mexican neighbor later asked if I had two Italians — he'd heard all the laughter and noise — in the house. He hadn't understood the Spanish. Anyway, my wife took them to her ranch in Half Moon Bay to visit her horse, and then to Pescadero and Memorial Park to see the redwoods. Bi and Pincho were completely blown away, having never seen such big trees. Needless to say, we have adopted our Spanish friends as family.

I am going to be removing the engine from their boat and will try to locate a replacement. I am seeking technical assistance and advice from any source you might have regarding this project. The boat has been taken out of the water and is now on the hard at Nelson's Marine. Bi and Pincho plan on

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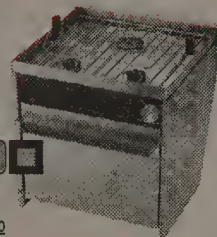
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LETTERS

returning in six months to attempt to get underway once again.

Tim Cisneros
The Forgeworks
Alameda

Tim — We're glad Bi and Pincho's trip has been postponed for six months. For if they leave in February, it won't be hurricane season, and they shouldn't have too much trouble getting to Panama. Assuming they get through the Canal by late spring, they might find a decent weather window across the Caribbean, which would put them in a good position to join all the Caribbean boats headed downwind across the Atlantic to Europe. In our opinion, it would have been foolish and irresponsible for them to have left in September — as anyone can tell by the number of hurricanes that have been roaring off the coast of Mexico since then.

WEATHER AT THE GATE

Great magazine — I always look forward to the first of the month to check out the *Letters*, *Latitude's* very informative responses, and *Max Ebb*.

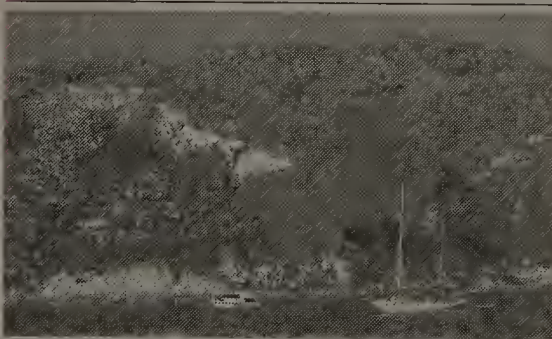
My wife and I would like to do more coastal cruising, but find it difficult to make a decision to exit the Gate and turn left or right based on a weather forecast that covers the huge area from Pt. Arena to Pigeon Point. And, as we've discovered, the San Francisco Bay Area creates its own weather system that doesn't help predict what the weather is like 'outside'.

Looking for more information, we attended a recent workshop hosted by the weather folks at Monterey, but they admitted that they don't have a 'model' for mariners to use and are, practically speaking, more concerned with forecasting the winds at the local airports than the winds and waves 30 miles north or south of the Gate. Do you have any suggestions on making an informed 'go or no go' decision, or should we just plan for 40 knots and press on?

Jim & Joan Bueto
Hunter Vision 36
Berkeley Marina

Jim and Joan — What the weather is like inside the Bay will absolutely not tell you what the weather is like out in the ocean. In fact, longtime sailors like Robert Flowerman will tell you that the general rule is that if it's blowing inside the Gate, it's light outside — and vice versa.

If it's really blowing hard in the ocean, it almost certainly



LATITUDE / RICHARD

For cruising in California, it's hard to top Southern California's Channel Islands. This is Prisoner's anchorage at Santa Cruz Island.

will be quite rough from Point Arena to Piedras Blancas. So NOAA's all-in-one forecast for those waters makes a lot of sense. Sometimes they'll note differences to the north or the south. In addition, we'd always check what the coastal buoys are reporting. Pay particular attention to the wave period. If it's over 12 seconds, it's going to be pretty nice. If the period is eight seconds or less and there is any kind of sea or swell, you

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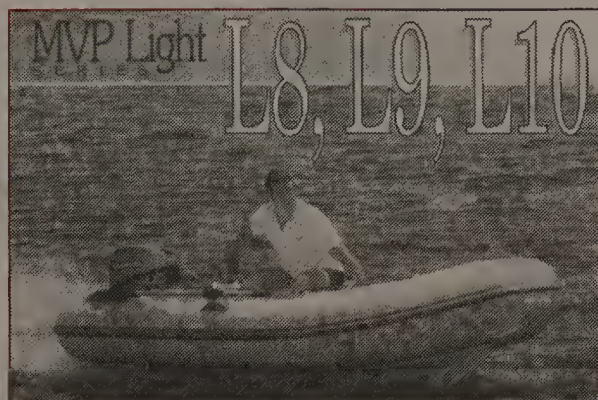
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probably want to stay inside the Gate. Real Time Wind reports, found at <http://sfports.wr.usgs.gov/cgi-bin/wind/windbin.cgi>, are also excellent. However, they cover only a limited area outside the Gate, and wind conditions in the afternoon are likely to be very different from what they were in the morning. But we think it's worth checking out.

Cruising up and down the Northern California coast will make you much better sailors, but it's often not the most enjoyable cruising experience in the world. We don't know what your work/children situation is like, but if at all possible, we'd highly recommend that you try to make a big effort toward a two- to three-week late summer/early fall cruise to and around Southern California. Cojo, Santa Barbara, the Channel Islands, Catalina and Newport — it's mostly warm, gentle and lovely down there, and you can get away as much as you'd like. It's very much worth the effort, even if you have to hire somebody to deliver your boat home so you get to spend the maximum time possible down there. In fact, we enjoyed those waters so much last month that we were even considering hosting a SoCal Ha-Ha next summer. Then we regained our senses — our plate is already too full!

⇅ SINGLEHANDERS CAN'T BE DEPENDENT ON CREW

We just read your article on the problems between skipper Barbara Rozalska and her crew aboard *Nootka Rose* while sailing from New Zealand to Hawaii. It was very interesting.

We met Barbara at Musket Cove in Fiji, and have to say that we were concerned about her safety. She came by our boat looking for crew, but mentally seemed to be all over the place. We couldn't believe she'd made it to Fiji in the first place. We really felt for her, but couldn't really give a very high recommendation to potential crew who asked about her. We felt she needed a captain to sail the boat for her, so we were delighted to read that a former crewmember will be sailing the rest of the way home with her.

People who singlehand or shorthand their boats need to be capable — and not dependent on picking up crew at each stop. This may sound like an obvious statement, but there are a lot of people out here trying to live the dream who are totally dependent on finding competent crew. As the owner of a boat and the captain, you are responsible for your crew, not the other way around. If you can't make a journey yourself, then you certainly should not be taking on crew who don't know much about sailing, but are just looking for adventure. We don't know how many times we've heard stories like that of *Nootka Rose*, and some of them have ended in tragedy.

To be fair, we've seen some real 'winners' in the crew category as well.

Brett Thompson & Mike Crawford
Project Mayhem
Australia

Readers — To review, last month a fellow with lots of cruising experience, and who had crewed with Barbara before, said he thought she was a pleasant and competent skipper, and that he was delighted to be sailing back to Canada with her.

As for Thompson and Crawford's general point about being able to handle one's boat before taking crew, we couldn't agree more. In fact, one of the primary considerations in our selling the heavy Ocean 71 ketch *Big O* and acquiring the much lighter catamaran *Profligate* was that the latter is easy to singlehand while the former was difficult to sail shorthanded. There's freedom when you go cruising — as long as you're not dependent on crew.



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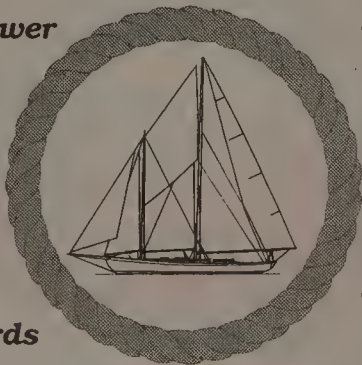
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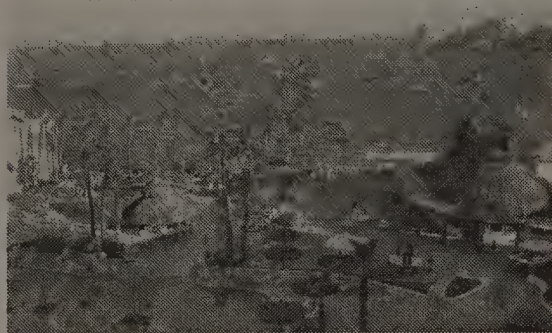
LETTERS

↑↓ WHERE TO STAY IN CABO AFTER THE HA-HA?

My husband and I will be crewing aboard Mike and Kay Heath's Nautic Saintonge 44 *Finisterre* in the Baja Ha-Ha this October. When we arrive in Cabo November 4th or 5th, my husband and I would like to stay in a resort or hotel for a couple of nights before flying back to the States. We would like to stay somewhere close to where the Baja Ha-Ha dinners and parties will be held. Do you know, or know who would know, where in Cabo these events will be held? Can you recommend any resorts or hotels in Cabo?

Nora DeGaa

Nora — The Poobah will make this answer general to benefit as many people as possible. Most of the fleet should arrive



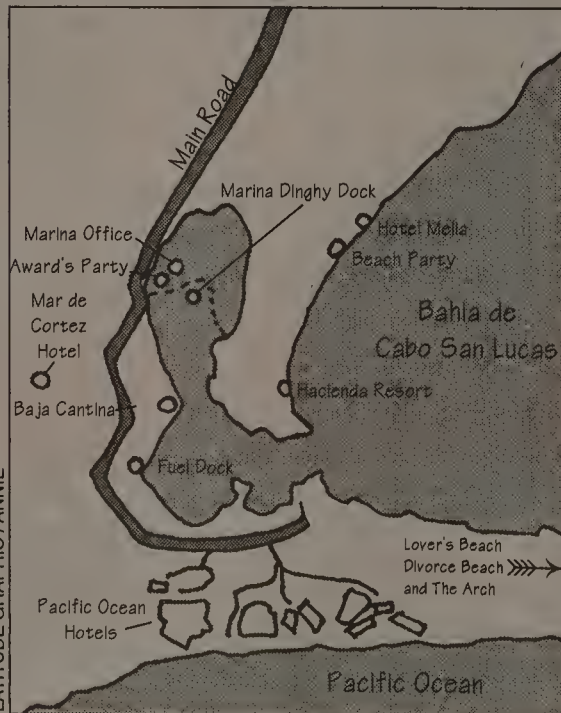
The lovely Hotel Melia, which overlooks the anchorage, is also convenient to the beach party.

in Cabo on the afternoon or evening of the 4th. Although it's not an official event, it's common for Ha-Ha participants, decked out in their Ha-Ha shirts and hats, to just

about take over the Squid Roe bar and cut loose a little.

On the morning of the 5th and 6th, the Ha-Ha net will be based out of the Baja Cantina, which is just up the walk from the fuel dock at the back of the Plaza Las Glorias Hotel. Many Ha-Ha folks stop by to tell stories, buy T-shirts, and just hang out.

The beach party on the 5th runs from about noon until 9 p.m., but is most popular from about 2 p.m. to 7 p.m. The Ha-Ha folks never know where the beach party will be held until the day before because the palapa places where they are held sometimes get washed away by the hurricane surf of September and early October. But normally it's held within a very short distance of the Hotel Melia on the beach.



The awards party — the Ha-Ha is way too casual to have an awards dinner — is the last event of the Ha-Ha and starts at 6 p.m. on the 6th in the beautiful parking lot — now paved! — of Marina Cabo San Lucas. It lasts about two hours, which leaves a lot



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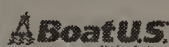
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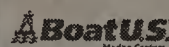


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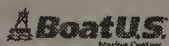
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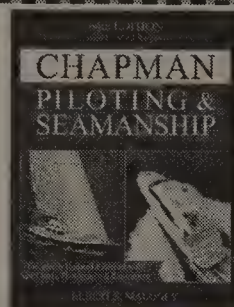
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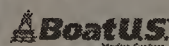
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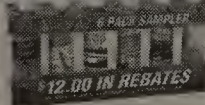
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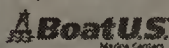


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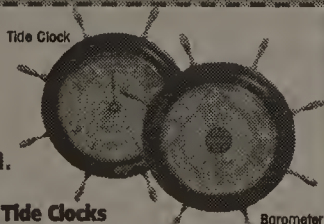
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	Model	Reg.	SALE
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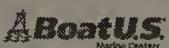


SAVE '5
34⁹⁹

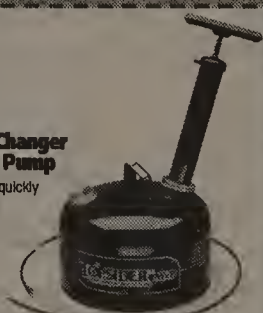
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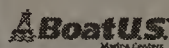


SAVE '12
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Model 5018403 Reg. 29.99



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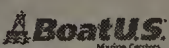
SeaRanger

SAVE '20
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Model 5762166 Reg. 10.49



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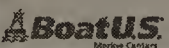


SAVE 10*
From **224⁹⁹**

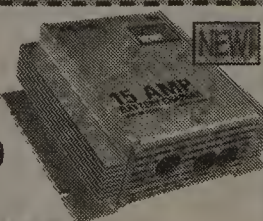
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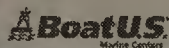


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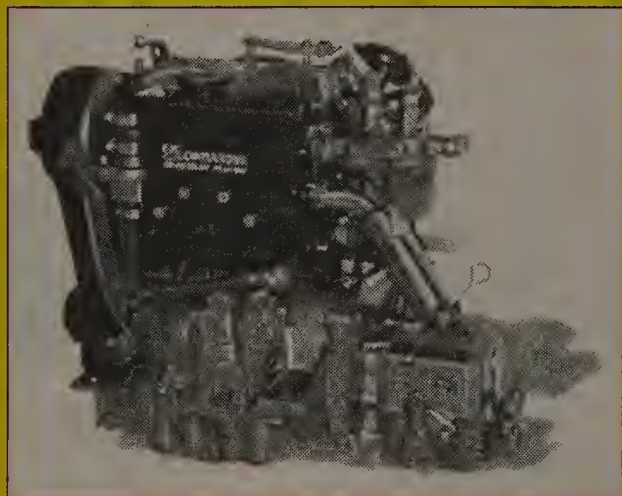
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LETTERS

of night left to enjoy yourselves.

There are lots of places to stay in Cabo and the Cabo area, none of them perfectly central to all the action. The Hotel Melia, near the beach party site and overlooking the anchored boats and The Friars, is quite lovely. It also has a nice bar in the swimming pool. For folks who want more upscale, private, romantic places to stay after being on a crowded boat, there are places like the Twin Dolphin, Hotel Cabo San Lucas, and others that are several miles to the east, or the hotels Sol Mar and Finnesterre that face the Pacific. Both of these require taxi rides to Ha-Ha events, but there aren't that many events, so it's not that inconvenient. For traditionalists such as ourselves, there's nothing like the original: the Hotel Mar de Cortez. It's inexpensive for Cabo and has that Cabo Viejo vibe you can't find anywhere else. On the other hand, the rooms are very basic and the beds are not the most comfortable in the world. All in all, we recommend that folks check out the accompanying map and get on the Internet to do a little research to find the place that suits them best.

A word on plane tickets. Flights home on Sunday are very crowded, and inexplicably, often times one way fares cost more than round-trips! So either make your reservations immediately or try to fly out on Monday or Tuesday. For those who want to look around, it's only about 90 minutes by bus to La Paz, which has its own airport for flights to California.

↑↓ DIDN'T GET A CHANCE TO ADEQUATELY THANK THEM

A little before noon on September 6, we were returning to the Estuary from China Camp on our Sabre 34 Kokopelli. We were towing our inflatable dinghy — at least we were in the beginning. A quarter mile past the Richmond/San Rafael Bridge, we discovered that the dinghy was no longer behind us. We turned around and retraced our path while calling on VHF 16 to see if anyone had spotted it.

The Coast Guard told us that a MacGregor 65 had reported the dinghy as adrift, and had taken it in tow. We saw the MacGregor towing our dinghy about a mile ahead to the north, and were able to contact her on channel 16 and make a rendezvous south of The Brothers.

In the excitement of recovering our dinghy from the kind couple on the MacGregor, we didn't adequately thank them for their help. We hope they read this letter and know that we are very grateful and wish them fair winds and following seas.

Martin and Nancy Thomas
Kokopelli, Sabre 34
Northern California

↑↓ OFTEN PAYING LESS THAN THEIR FAIR SHARE

From time to time, I notice letters in your columns suggesting ways to avoid taxes of this kind or that. I wonder if you and your readers stop to consider what taxes are for? They pay for fire and police services, Coast Guard rescue crews, roads, street signs, navigational aids, emergency medical services, public parks, schools and other things. As a public school teacher, I wish more tax money was used for schools.

I've met plenty of folks who bitch about paying taxes, but never anyone who doesn't want at least some of these services. I certainly have plenty to say about misplaced priorities in the way my taxes are spent and the inequity in the ways they are assessed — including the fact that wealthy folks, probably including many boatowners — are often paying less than their fair share compared to middle-class working folks such as myself.

I admire people who get involved in politics in an effort to

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LETTERS

change those spending and taxing priorities. But I find very little to admire in the attitude that taxes are to be avoided by any means possible — especially among those who can certainly afford to pay them. And I admit, I assume that anyone who has a recreational boat that's not his/her primary residence is in that category.

I guess I wouldn't mind if people who complained about paying taxes were willing to swear that they will never call on the Coast Guard for emergency rescues, or the fire department to put out a fire, or ask for a traffic light to be installed, a street to be paved, a waterfront park or public dock to be established or maintained, or for your children or your neighbors' children to be given educational opportunities beyond those you can personally provide.

I just thought it would be nice to see just a little bit of this perspective in response to the fanatical tax dodgers who write in — even though it won't make me any new boat-owning friends. I'm perpetual crew — no boatownership for me.

Laura Boytz
Cyberspace

Laura — We're not going to let tax policy become an ongoing thread in Letters, but since you asked, here's the way we look at it. But mind you, we're not fanatics, and we realize that a great number of readers may hold opposing views.

We'd be happy with the current level or even higher taxes — but only if we thought the money would be intelligently spent, and that we taxpayers were getting a good bang for our tax buck. But we don't believe that would be the case or has been the case for a long time. After all, even the casual reader of the Chronicle can't be unaware of the massive amount of waste, corruption, and fraud — to say nothing of raw stupidity — demonstrated by all branches of government from local to federal. After all, these days it's routine for cities, counties, and school districts to be unable to account for tens of millions of taxpayer dollars, and for low-level employees to simply waltz off with a couple of million dollars. And we suspect that only a small fraction of them get caught.

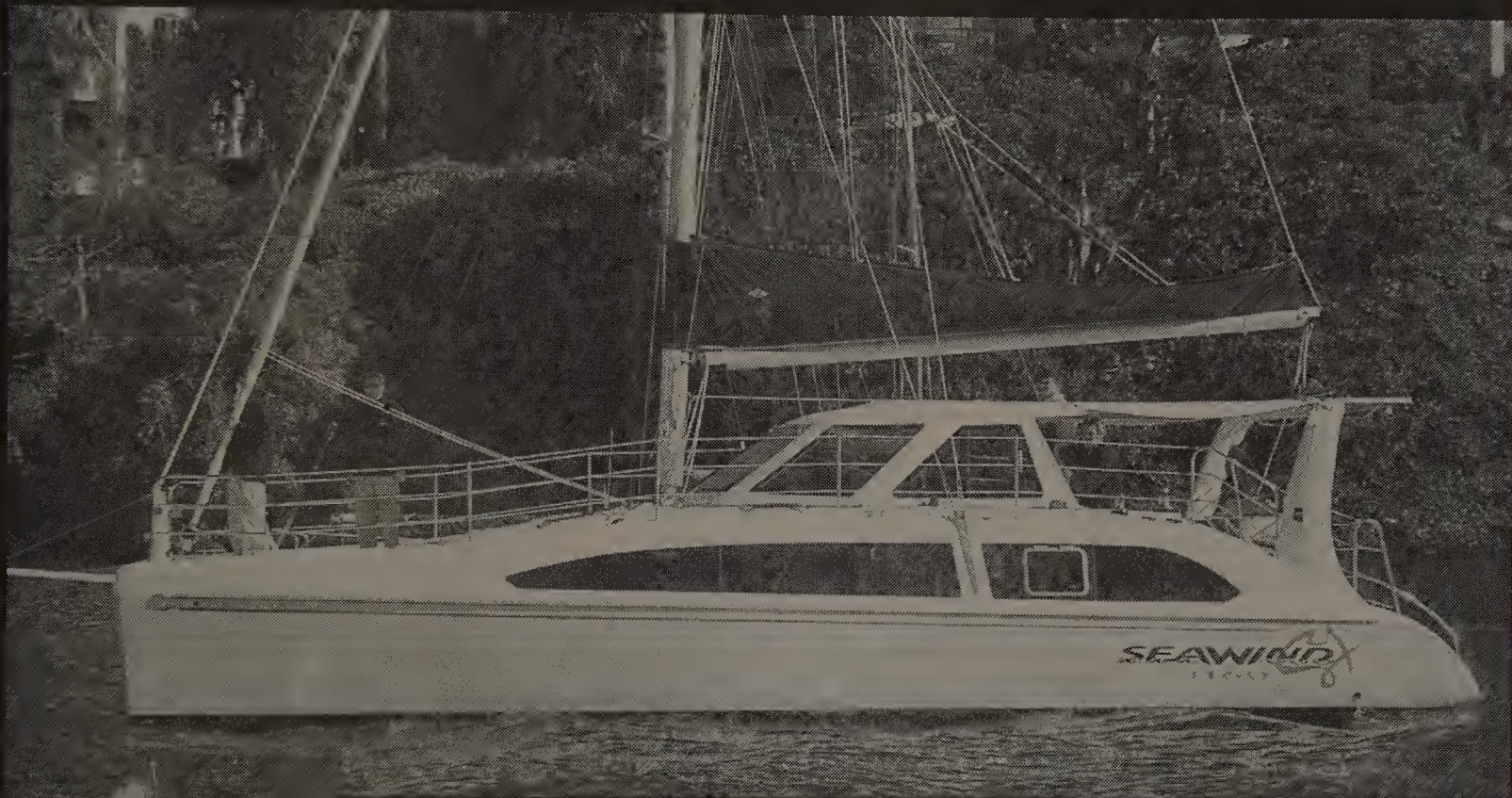
We support laws that require the presidents of corporations to be responsible for their corporation's tax returns — and to face long jail sentences if the returns are fraudulent. Similarly, we support legislation that would also jail government officials who can't account for all expenditures under their control. After all, if such officials aren't competent or honest, they have no business being public servants. If the government wants tax support from the general population, we think they're going to have to demonstrate a much greater degree of accountability — and start putting more than a few public officials behind bars.

In addition, we'd be remiss if we didn't tell you what you probably already know — that government employees have a growing image problem. For, rightly or wrongly, a lot of people in the private sector believe that too large a percentage of public employees are some combination of grossly overcompensated, lazy, incompetent or primarily interested in working the system rather than serving the public.

How do they get that impression? When we first started cruising in the early '80s, we became friends with a guy who used to cruise his Irwin 37 in Mexico all winter, every winter. Since he was relatively young, we asked him if he was a trust fund baby or what. He replied that he was a San Francisco fireman. We asked if he was on disability, but he said no, that he was full time. When we asked how he could possibly be a full-time San Francisco fireman if he spent his winters cruising in Mexico, he explained that it was quite easy under the union

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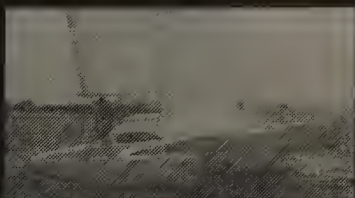
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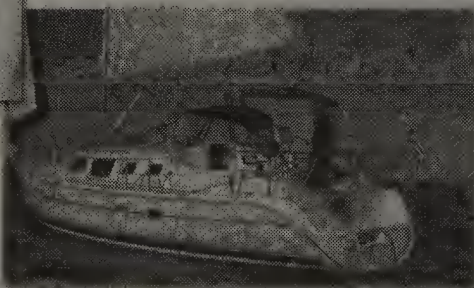


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LETTERS

rules. Not only did he get full time pay, he got overtime too! While we were happy for him on a personal basis, we thought it was a terrible deal for San Francisco taxpayers — and goes a long way towards explaining why that city is a couple of hundred million dollars short of a balanced budget.

Over the years it seems that things haven't gotten any better for taxpayers. For instance, it was recently reported that the County of Marin is going to grant its employees retirement at age 50 with something like 98% of their pay. We had a laugh when one supervisor explained they were doing this so the county could "save money." If that was going to save money, why didn't they really give taxpayers a break by letting county employees retire at age 40 at 150% of their pay?

The other thing to remember is that government can't continually keep increasing the tax burden without negative consequences. The greater the tax burden, the greater the incentive for individuals and businesses to find ways to alleviate that burden. We at Latitude, for example, could follow the lead of other publications and move the base of our operations to Nevada. Because of the different tax laws in Nevada, this would result in tens of thousands of dollars ending up in our pockets rather than in the California state treasury. We're not going to do it, but by not doing it we are left at a competitive disadvantage compared to businesses that have taken or will take that option.

We, like a lot of other people, would feel a lot better about paying taxes — even higher taxes — if we believed the money went to worthy causes, and if the productivity of government and government workers was even half that of the private sector.

↑↓SAILING SONGS

Earlier this summer a good sailing friend moved away to London. She wouldn't be able to sail there, so I set about compiling a CD mix of songs to remember our good times by. It went over great — we had a fabulous evening on the boat drinking fine wine and singing — badly — the lyrics to the entire marina one night.

I just finished publishing the set as an iMix on the iTunes site. Here is the list of titles and credits: *If I Had a Boat*, by Lyle Lovett; *Into the Mystic*, by Joe Cocker (they didn't have the Van Morrison version at the iTunes store); *Southern Cross*, by Crosby, Stills & Nash; *Jamaica Farewell*, by Harry Belafonte; *My Ship*, by Cassandra Wilson; *Son of a Son of a Sailor*, by Jimmy Buffett; *Sloop John B.*, by The Beach Boys; *Blue Bayou*, by Roy Orbison; *Changes in Latitudes, Changes in Attitudes*, by Jimmy Buffett; and *San Francisco Bay Blues*, by Eric Clapton.

If you paste this URL into a browser, it should kick up the mix and give you a link to purchase it: <http://phobos.apple.com/WebObjects/MZStore.woa/wa/viewPublishedPlaylist?id=109529>. If this link doesn't work for you, anyone can buy the songs individually through iTunes.

I thought I'd pass this along because it was something of a mind-wrenching challenge for me to summon up titles of sailing songs, and thought there might be others out there who are interested in a good list of sailing and boat-related songs. (*Sailing*, by Christopher Cross, was deliberately *not* included as I've always suspected he wrote that song while looking at a postcard photo.)

Stephanie Lucas
Fremont

Stephanie — Terrific! Anybody else with any suggestions? But please, no more Jimmy Buffett songs, as we could include



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LETTERS

half his catalog, and most sailors have all his stuff anyway.

We have three contributions. First, Back to the Island by Leon Russell. For our money, it's as evocative a sailing song as has ever been recorded. Second, Panama by Van Halen. We have no idea what the lyrics about driving down a highway with pistons burning up has to do with a song titled Panama, but it's a rockin' song and Panama is a great cruising country, so what's not to like?

↑↓PAY TRIBUTE TO OUR DEAR FRIEND SCOTT MAJORS

We were participants in the 2003 Baja Ha-Ha, and had a wonderful experience. In fact, we've encouraged many of our friends to participate in upcoming Ha-Has. In addition, we want to suggest that people don't postpone opportunities to do the Ha-Ha and go cruising for too long. Why? Because some people, unfortunately, don't get very many chances.

We'd like to use this letter to pay tribute to our dear friend Scott Majors, who crewed on our *Endorphin* in the Ha-Ha, but who tragically passed away of cancer on August 18. He was just 42.

We met Scott eight years ago in the Vallejo Municipal Marina. Mary and I had just bought our first sailboat and we had the good fortune of keeping her just a few slips away from Scott and his wife Liz's boat. Later, and for many more years afterwards, our boats were in adjacent slips. Over time, we learned that Scott and his wife were married on an Islander 36 in Hawaii, and saw a green flash on their wedding day. It was the inspiration for them naming their Islander 36 *Green Flash*. You may recall publishing the story of how their boat was stolen from the Vallejo Municipal Marina and ultimately beached and holed off Half Moon Bay. They soon purchased another Islander 36, which they also christened *Green Flash*.

Scott and I worked on our boats day after day, as we were both preparing to go cruising. Unfortunately, Scott was unable to finish the preparations on his boat in time for the 2003 Baja Ha-Ha. Fortunately for Mary and me, he was able

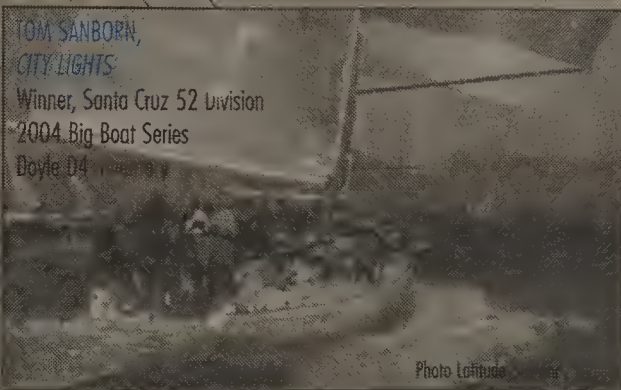


Ron Wilson and the late Scott Majors during the Ha-Ha, high above Bahia Santa Maria.

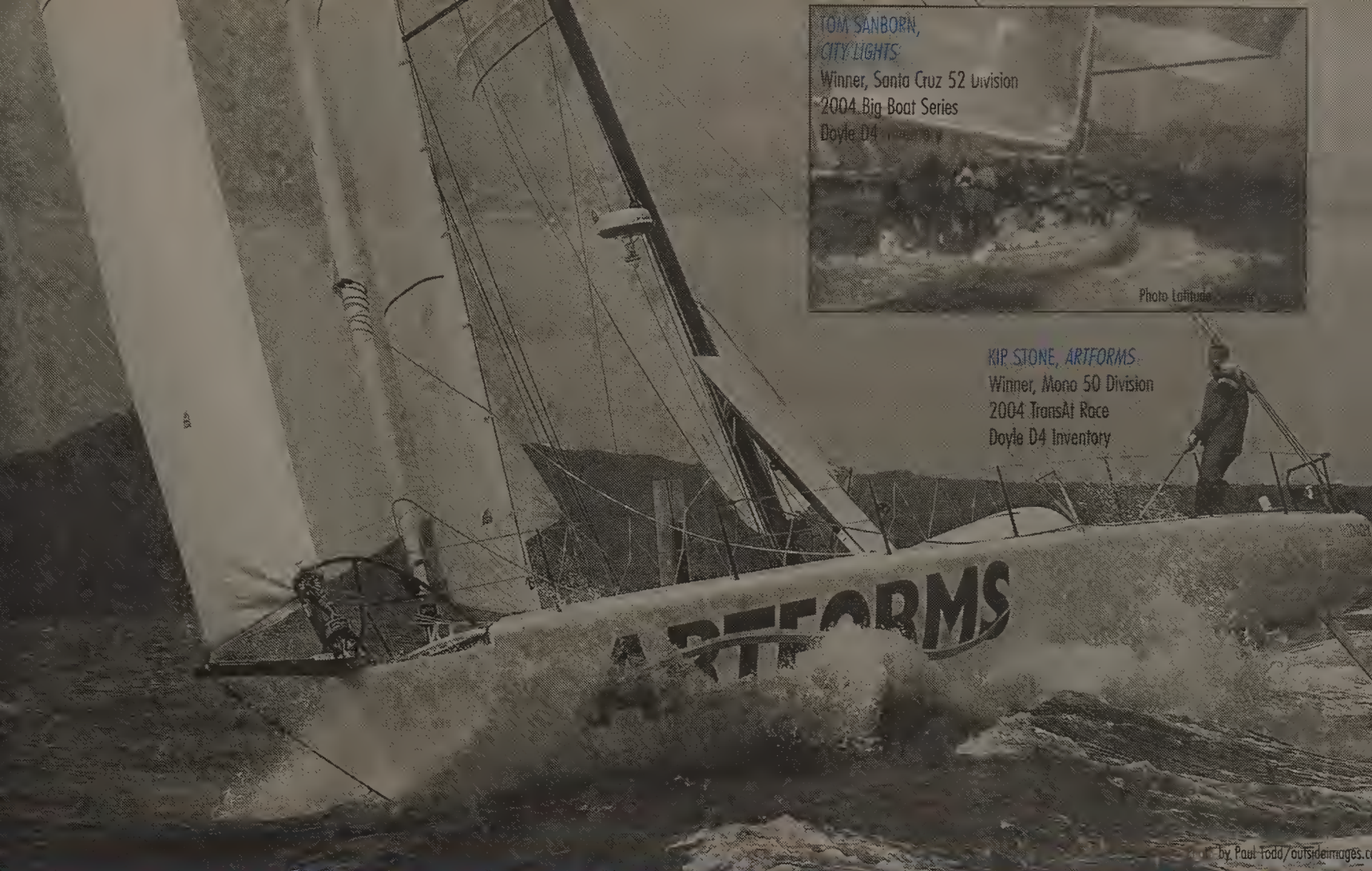
to crew for us along with Richard Pfand. Scott never gave up on his dream, and that trip was a dream come true for him. He lived every day like there was no tomorrow. Scott touched many peoples' hearts, not only in the marina, but in the boating community and along the way down the coast to Mexico. He even donated his old boat engine to fellow Ha-Ha'ers Jaspar and Flocerfida Benincasa of the Las Vegas-based Columbia 34 *Flocerfida*. Thanks in part to Scott, the couple are now halfway to the Phillipines.

Scott will be missed by everyone who knew him, especially his close friends in the boating community. So if you think this may not be the right year to live your cruising dream, remember that there won't be an unlimited number of tomorrows. Fair winds, Scott, we love you!

ENDORPHIN



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by Paul Todd/outsideimages.com

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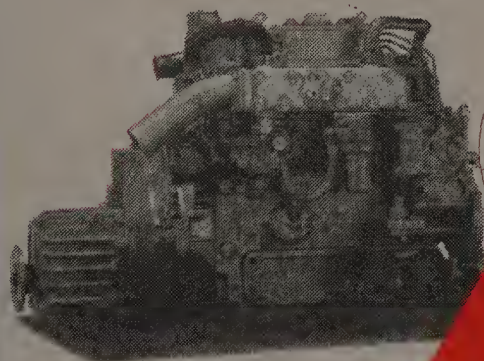
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LETTERS

P.S. We arrived home with our boat on September 7 after nearly a year of cruising in Mexico. We fell in love with the people and the country.

Ron & Mary Wilson
Endorphin, Beneteau 39
Napa

↑↓ I FEEL LIKE SOMEONE HAS INSULTED MY FAMILY

I read with dismay the September letter to the editor concerning the allegations — now apparently dropped — of double collecting mooring fees at Two Harbors, Catalina. Let me say that my visits there are frequent — perhaps 20 times a year — and in the past 16 years I have never — ever! — been hit up for a second fee. Sometimes the afternoon boat has asked if I've already paid for my mooring, but I've never been asked to show a receipt. Further, none of my friends who frequent the island have ever complained of being double-charged.

On the contrary, those Harbor Patrol folks have helped me on many occasions. The allegations almost make me feel as though someone has insulted my family!

Martin Goldsmith
Sweet Bones
Long Beach

↑↓ I DON'T BELIEVE THERE IS ANY KIND OF SCAM

In the last issue a reader included an email regarding an alleged scam for double collecting mooring fees at Two Harbor, Catalina. For the past seven summers, I have sailed to Catalina about six times per year, often renting a mooring for three or four nights per trip, usually at Two Harbors. While I don't for a second believe the Harbor Patrol is running any kind of scam, it does appear that the frequency of being checked for a receipt after check-in has increased significantly in the last two years.

Before I became aware of the allegations, I really didn't take great care with my receipts, in part because I'd never been asked to show one. But since early last summer, after my mooring neighbor told me he'd been double-charged for a week's stay, I've been careful to save the receipts. It's a good thing that I have, because twice last year and this year I've been asked to prove payment.

When asked for a receipt, I've always respectfully provided it. Notwithstanding the pencil and paper system in triplicate, I have also asked if a central system — such as at the front desk of a motel — exists that indicates at any given time which moorings are occupied and paid for or reserved for the next day. All I've been told is that "it's just a busy place." It's unclear to me why this would be the case, because each time I check in the Harbor Patrol officer radios my boat and mooring information to the central office. Thus, there is no material difference between checking into a motel room and a mooring. And when was the last time somebody knocked on your door at Motel Six and asked for proof of payment? Further, without a central master list that easily shows what spots have been paid for or reserved, how can the Harbor Patrol determine which moorings are open and available at any given time?

I'm uncertain if there has been a change in management at Two Harbors. All my Visa receipts used to say Doug Bombard Enterprises, but they now indicate different entities. While Doug Oudin, the head guy at Two Harbors, clearly knows his stuff and has always been extremely polite and professional, it appears that lately he is spending a lot more time driving a shoreboat — a job previously performed by less experienced employees.

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CATALINA 30, 1983

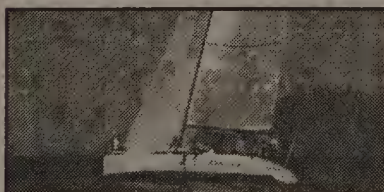
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Ericson 35	1970	\$35,000
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J/105	1997	\$99,000
Endeavour 32	1978	Pending

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LETTERS

I can't stress enough that I don't believe there is any organized double-charging at Two Harbors, but based on my own experience those on moorings are being asked to show receipts more often than before. While I will undoubtedly continue my diligence in saving my receipts, being required to hunt them down so frequently just seems unnecessary — and something that could easily be avoided with minimal effort and expense on the part of the Harbor Patrol. Perhaps this is something they can work on over the slow winter months.

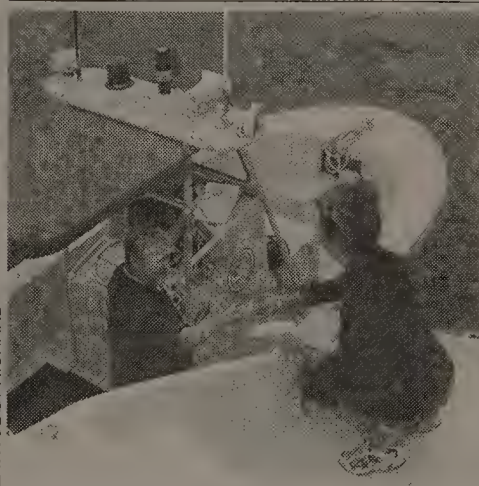
In any case, I plan on continuing my enjoyment of a truly special place for years to come.

Richard Geist
San Pedro

Richard — It was seven years ago that Bombard Enterprises left and was replaced by Two Harbors Enterprises. In 2002, Two Harbors Enterprises signed a 20-year lease with the State Lands Commission to continue the current arrangement.

Many folks don't realize it, but the operations at Avalon and Two Harbors are separate — and the one based out of Two Harbors is much larger. Avalon is in charge of just 348 moorings, and in the summer months their turnover is only about 50%. Two Harbors Enterprises is in charge of 12 coves — including White's and Emerald Cove, to name two of the better known — and have a total of 720 moorings. And their rate of turnover is much greater than at Avalon.

Why not a motel-like computer system at Two Harbors? Doug Oudin reports that they are slowly working toward it, but there are inherent problems. For one thing, there can't be



LATITUDE / RICHARD

When the Harbor Patrol gives you a receipt for your mooring, put it in your chart table.

one central registration desk at which to check in, because some coves — such as White's — are as far as eight miles away from the Two Harbors base. Furthermore, land obstructions mean there is no radio contact between places like White's and Emerald Cove with the base at Two Harbors. As such, the 12 coves under Two Harbors' control are run as

anonymous entities on most days — but on Thursday nights and Monday mornings, the Harbor Patrol people from those coves come to the Two Harbors base to be updated on what owners have reserved their moorings for which of the following days.

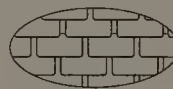
When a guest mariner uses a mooring for the night, the money is paid, there's a triplicate receipt, and the reservation is entered by hand in the cove's reservation book. With so many moorings changing hands so quickly and so many boats coming at peak times, sometimes the Harbor Patrol guys can't keep entries in the folder up to date with those in the triplicate receipt books — which is why the after noon shift will sometimes ask if a boat has paid or to see their receipt.

We're told that the problem the individual from the Seal Beach YC thought he had, turned out not to be a problem at

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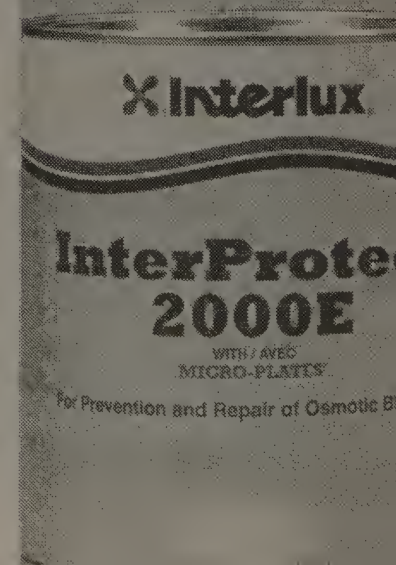
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AKZO NOBEL



LETTERS

all. Unfortunately, the original allegation got out, and once it did, it couldn't be retracted.

If you take a mooring at Catalina, it's simple to put the receipt in your chart table. That way you have proof that you paid. If you have any problems — which we're confident you won't — see the folks at the bases, either at Avalon and Two Harbors.

We've said it before and we'll say it again, we've visited Catalina many times in the last three years, and think all the Harbor Patrol and other personnel do an absolutely outstanding job. They have a great attitude, are extremely friendly, and are quick to help.

↑↓THIS HAPPENED ON A DARK AND STORMY NIGHT

On August 25, Tonya and I, aboard our Prout 37 cat *Amazing Grace*, decided along with Dick and Judy on *Corazon* and Dave and Carolyn on *Que Tal*, to head up to Vee Cove on the north end of Isla Carmen in the Sea of Cortez. As the name indicates, it's a narrow but spectacular cove in which to anchor. Having a cat, we anchored furthest in, in 14 feet of water. I dove on the anchors before we took the dinghy to some caves for exploring.

After hosting the radio net that night, we sat on deck and watched the almost nightly show of lightning from the direction of the mainland. Normally these come from the east over toward the Baja side, but never quite arrive. Dick on *Corazon* said he thought this storm was moving our way. We agreed, but figured it would pass to the north of us. After a night swim, I was back on the boat again, when Dick again wondered if we should think about moving to a better spot. In retrospect, we should have left right then, but we all stayed up and watched the show.

By midnight we could pick the storm up on radar. We took all our sidescreens off and made other preparations, but we should have run out of that narrow cove. The storm hit us like a ton of bricks. The next five hours were like an E-Ticket ride combined with a nightmare. We didn't see more than 41 knots, but the real problem was the associated swells pouring right into the V-shaped cove, which caused them to stack up. We ran the engine for four hours, trying to keep some pressure off the anchor. Tonya watched the GPS like a hawk to make sure we were not dragging, but from time to time had to come up for air because the motion below was extreme. It was like being in a Maytag washer on full agitate!

Take my word for it, the best thing we could have had in a situation like that was great ground tackle — and lots of room. We didn't have the latter, as we were pinned, with cliffs on both sides and rocks just off our starboard transom. The waves were rolling into the cove and bouncing off the sides. At times, we were straight, sideways, and even backwards to the waves. I would steer with both the motor and the drive leg to try to keep us heading into the swell.

The wind started to abate at 4:30 a.m. and the swells backed off about 6:30 a.m. We'd made a mistake by not leaving, and could have lost our boat, but lucked out. Not so lucky was the 40-ft wood boat *Water Witch* out of Port Townsend with Doug and Louise aboard. At 2 a.m. they put out a Mayday, saying they were on the rocks about a mile from us and abandoning the classic yacht. Trapped and unable to raise our anchor in such a tight space, I radioed back that we'd respond as soon as we could, but it would be after first light.

At first light we upped anchor and went over to La Lancha to try to help. The best sight was seeing both Doug and Louise on top of the rocks looking all right. *Water Witch*, however,

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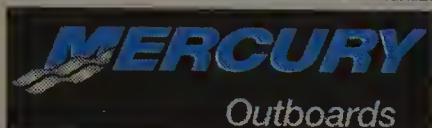
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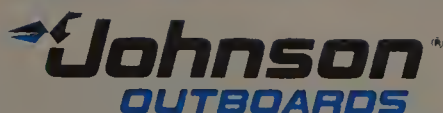


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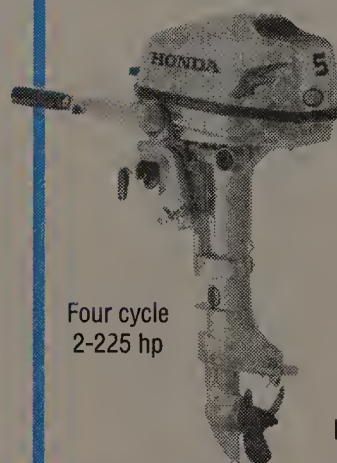
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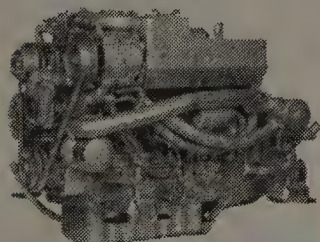
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LETTERS

was on her side on a very rocky beach. Dick and I went ashore as another boat arrived and anchored. *Que Tal* was still behind, as they were having to deal with a dinghy that had been punctured in the storm. When Dick and I got ashore, we found both Doug and Louise cold and in some shock, but in reasonably good shape. We brought them out to *Amazing Grace*, where Tonya had coffee, dry clothes and hot soup.

Dick took *Corazon* offshore to try to make radio contact, as the mountains of the island were blocking communication to the Loreto area. Chris from *Ventana* went back to *Water Witch* with me to see if a salvage was feasible. But *Water Witch*

was a 55-ft wooden boat, and all the planks and beams were busted on the starboard side. We gathered the easily removable items from deck and started running them back to the two boats. I brought Doug back to try to find his ship's papers, but we never could find them.

Several blasts from an air horn had us rushing back to *Amazing Grace*. Tonya said the immediate forecast

In the realm of cruising, earning a Blue Water Medal is a prestigious feat.

called for more lightning storms and soon. We had to leave for a safer spot. As we were heading for Puerto Ballandra, we saw a 24-ft blue panga heading in the direction of the stricken *Water Witch*. We all figured that if we didn't get back to the wooden sloop soon, she'd be stripped of all her gear. Anchored at Ballandra, about 10 miles from *Water Witch*, we tried to assess the situation.

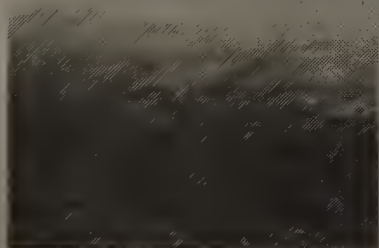
When the Mexican Navy showed up in the cove, we flagged them down. We did not know it at the time, but they had been radioed by the blue panga that we were worried about. Anyway, we explained our concerns, and they promptly offered to take some of us back to the boat to get more equipment. Doug, Dave from *Que Tal*, and I loaded the dinghy on the bow of the panga and we were off. Let me tell you, the Mexican Navy's new super pangas have two 200-hp outboards — and they move. In no time we were back at the site, where we tied to *Water Witch*. We got everything we could topside, but there was still a lot belowdecks. We removed all canvas, sails, anchors, the windvane and whatever tools we could. All the equipment was in super shape because Doug had done a six-year restoration and refit before sailing to Mexico.

After several hours, we headed back to Ballandra and put all the gear on the beach. Just after dark, we got a call from *Two Can Play* saying there were some locals on a panga looking for Doug and us. They came over and introduced themselves, and told us their normal landing on Isla Carmen was in the same cove as *Water Witch's* resting spot. Theirs was the blue panga we'd seen earlier in the day and had suspected was going to strip *Water Witch*. The lady in the panga was the head of the Nature Conservancy on Isla Carmen, and in charge of environmental studies. One of the gentlemen was the general manager of the local sportfishing fleet. It was they who alerted the Navy about *Water Witch's* trouble, and had instructed everyone else to keep clear so the salvage could proceed! They were friends, not thieves!

Initially we thought that Doug might be in deep doo-doo as there were about 20 gallons of diesel remaining in *Watch*

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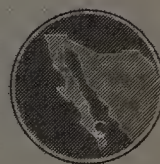




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LETTERS

Witch's tank. All the rest had been removed. The folks on the panga said "no problemo" — and asked how *they* could help! They offered to help salvage what they could and store it on the island for Doug. As it turned out, Doug donated some solar panels and a wind generator to them, and they were ecstatic. They offered to strip what they could of his personal belongings until he could go over and see what he wanted.

The attitude of both the Navy and the locals was beyond belief. Above all, they were concerned for Doug and Louise's loss, and for their well-being. Their next concern was to help mitigate the loss. After being down here almost three years, the more Mexicans we meet, the more amazed we are. They are truly warm and kind — as long as you don't put on some attitude.

The next day Dennis and Susan on *Two Can Play*, and Dick and Judi on *Corazon* picked up all the rest of the gear from *Water Witch*, and we all motored back to Puerto Escondido. Jim on *Sparta* already had several options for storage, and offers of places for Doug and Louise to stay. We all took turns unloading at the dinghy dock. Helping were Mike from *La Otra*, John from *Pelican*, Jim from *Sparta*, and others from the Hidden Port YC gang. They ferried all the gear by truck and van to a nearby safe storage spot. We then all exhaled and tried to relax, recover and reflect.

Doug is already thinking about how he can return to Mexico, perhaps on a smaller boat. He may have been knocked down, but he's back up and thinking about the future. Louise wants to continue cruising, and has another ride starting this fall in Central America.

In the midst of all of this we heard over the radio that our friend John of *Why Not*, a Gulfstar 50, had grounded in Candeleros, damaging the rudder and skeg. Fortunately, he was able to power off without more damage. All in all, it had been a nasty little storm!

Mike Rickman
Amazing Grace, Prout 37
Eureka / La Paz

Readers — Here's an unusual sidelight to the loss of *Water Witch*: On July 28, Doug Tiffany, owner of *Water Witch*, sent a letter to Steve Taylor, Secretary of the Cruising Club of America. He explained that back in the '70s he stopped by Sausalito where he visited the famous 33-ft engineless gaff cutter *Stornoway* that Al Petersen had singlehanded around the world from 1948-1952. For his achievement, Petersen was awarded the prestigious Blue Water Medal of the Cruising Club of America.

Tiffany went on to report that on his way to Mexico last year, he saw *Stornoway* again in Sausalito, but this time she was "a complete wreck," her bowsprit broken off and her port quarter stove in. He explained that having been told the boat was abandoned, he did something he would never normally do — he went aboard. *Stornoway* was a wreck inside also, but on the bulkhead was the Blue Water Medal from 1952! Tiffany, seeing the condition of the boat, and having befriended Petersen's widow Marjorie back in the '70s, decided to take the medal for safekeeping. His letter to Taylor was to explain that he'd taken it and to ask where he should send it.

Taylor forwarded Tiffany's letter to Bob Van Blaricom of Tiburon, who is the Chairman of the Blue Water Award Committee, and who had been a longtime friend of the Petersens. Van Blaricom responded that he was thrilled Tiffany had removed the medal, as *Stornoway* had sunk, then been raised only to be demolished at the Army Corps of Engineers in Sausalito. Dana Hayden, son of sailing legend Sterling Hayden,

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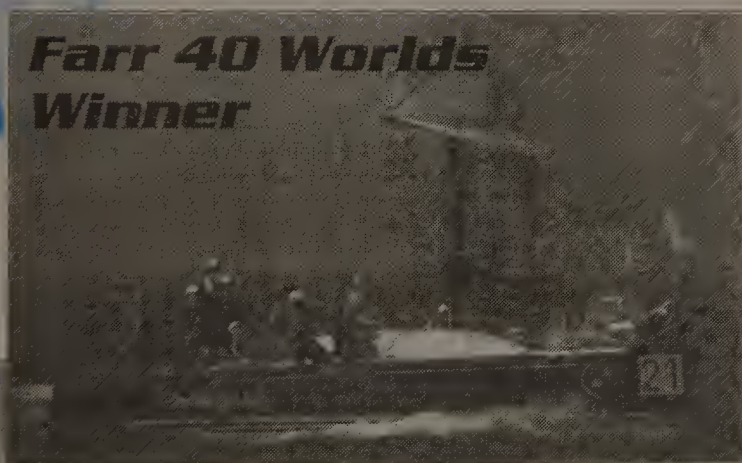
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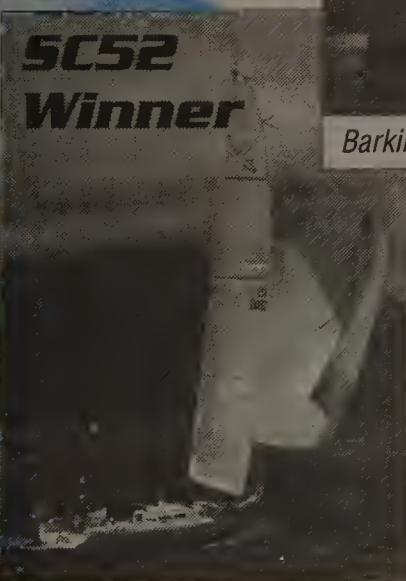
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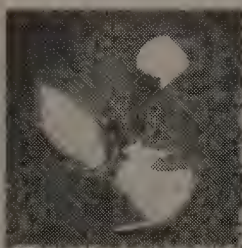
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LETTERS

who had lived on Stornoway for several years, had gone looking through the debris for the medal — but was unable to find it because Tiffany had removed it.

On August 31, Tiffany wrote the following to Van Blaricom: "I'm afraid the Blue Water Medal is lost. Two days ago I lost my boat in a chubasco in the Sea of Cortez. The wind is from the south at this time of year, and I'd felt safe with the north exposure. But I was wrong. Water Witch would be salvageable, but I don't have the resources, so I stripped as much as I could with the help of the cruising community. I had no insurance, so I'll be licking my wounds for awhile."

To which Van Blaricom responded, "The missing medal is a trivial matter compared to the loss of your boat. Anyway, I'm sure Al Petersen, sitting up there on the edge of a cloud, would be pleased to see that his medal disappeared in a dramatic stormy wreck rather than in an ignominious demolition and burial in the county dump."

So if anybody snooping around the remains of Water Witch finds the Blue Water Medal, it would be totally cool if they sent it back to Van Blaricom, who lives at 679 Hawthorne Drive, Tiburon, 94920, and who can be reached at (415) 435-3488.

As for you Doug, if it's true you're looking for a small boat to return to cruising in Mexico, and if you find one that could use a Yanmar 52 hp diesel, we might be able to help.

↑↓MOTHS ARE THE MOST TEMPERAMENTAL SAILBOATS

Strange though it might sound coming from the eastern side of the Greenwich meridian — I live in Eastern England and sail from Great Yarmouth and Gorleston Sailing Club — Latitude 38 is the first place I look at in cyberspace when I connect to the Internet. I always find something interesting, and learn a few things too. The latest update is as absorbing as I have come to expect — but for one small thing. The description of the 18-ft skiff as the most temperamental sailboat might not be far from the truth, but I bet the latest International Moth designs would give it a run for its money. Just take a look at www.rohanveal.com to see what they are getting up to.

John Meachen
Eastern England

John — We're flattered that you look to Latitude first in cyberspace. Thank you.

As for the International Moth, you have to realize that the difference between sailing in California and England is that



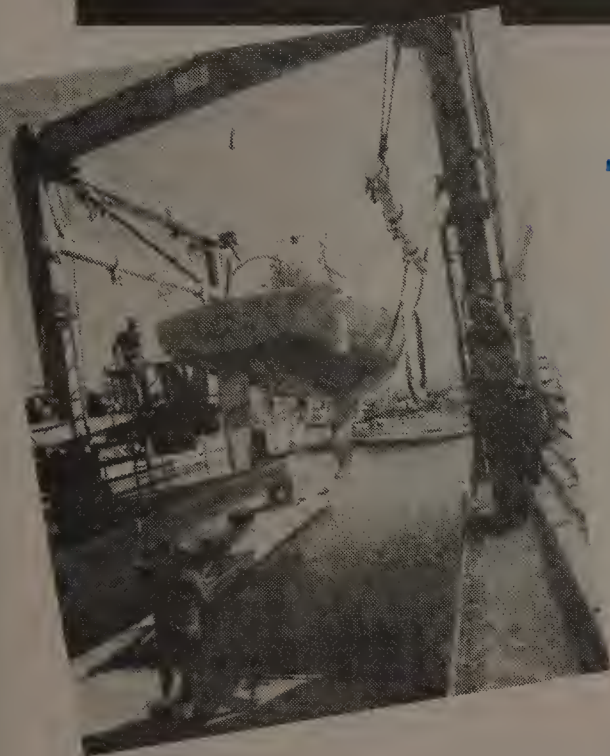
we Yanks prefer bigger boats, and compared to you Brits do very, very little small boat sailing. As such, when California sailors hear the word 'moth', they think of something that flies out of old blankets rather than a high-performance dinghy.

↑↓WHAT COUNTRY TO REGISTER IN?

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LETTERS

purchase and sale did not take place in California, and I will not bring the boat into the state. The question is what country would it be best for me to register the boat and trailer in. She's currently registered in Oregon.

David Hammer
Cyberspace

David — We can't think of any advantage in registering the boat and trailer anywhere but the state of Oregon. When you get to Mexico, you'll probably need to get a 10-year Import Permit.

Update: Hammer has just returned from Cozumel where he met a man who had three boats registered to his Mexican corporation, and who said it had been very expensive and involved a lot of red tape.

↑↓WHERE ARE THE BERTHS IN SAN DIEGO?

I'm planning on keeping my 39-ft sailboat in Ensenada for several months before moving her further south. Can you recommend marinas there and mention what I might expect to pay for berthing? The same information for San Diego would be great as well.

Jesse Hollander
October, Corbin 39

Jesse — We wish we had better news for you, but slips are few and far between in San Diego, and are quite expensive in Ensenada. Check the September 29 edition of Latitude for the latest information on pre-Ha-Ha slips and anchorages all the way from Santa Barbara to San Diego. See www.latitude38.com.

↑↓HOW ABOUT THAT BOW LADDER DESIGN?

In your July issue, Laurie Pane wrote an extensive letter covering many varied topics. What piqued my interest was his mention of having solved "the climb-down-to-the-dock-over-the-pulpit-problem" by designing a ladder that hung off the pulpit with a folding leg to brace it off the bow. Pane further stated that he would be happy to provide design details. I'm very much interested in seeing if such a ladder would work on our boat, as I think bow anchoring is an excellent solution if the proper method of boarding can be devised. My husband and I plan to leave for extensive cruising in a few years.

Shannon Morrelli
Sweetie
Channel Islands

Shannon — We know that Laurie reads Latitude every month, so hopefully we'll be able to publish the bow ladder design next month.

↑↓TO HELL WITH THE IDIOT ON THE SAILBOAT

In the September issue, you asked what we readers would do if we were on the bridge of a ship heading under the main span of the Richmond Bridge and a sailboat blocked our path so that our only two choices were to run down the sailboat or swerve to miss the boat and possibly knock down the bridge and kill people who were on it.

When I was going through Air Force flight training in 1950, part of the ground school studies were devoted to leadership. One lecture, on ethics, still remains clear in my mind. The instructor set up this situation: A military truck filled with armed soldiers is speeding down a steep mountain road to the war zone. As the driver rounds a corner, he suddenly

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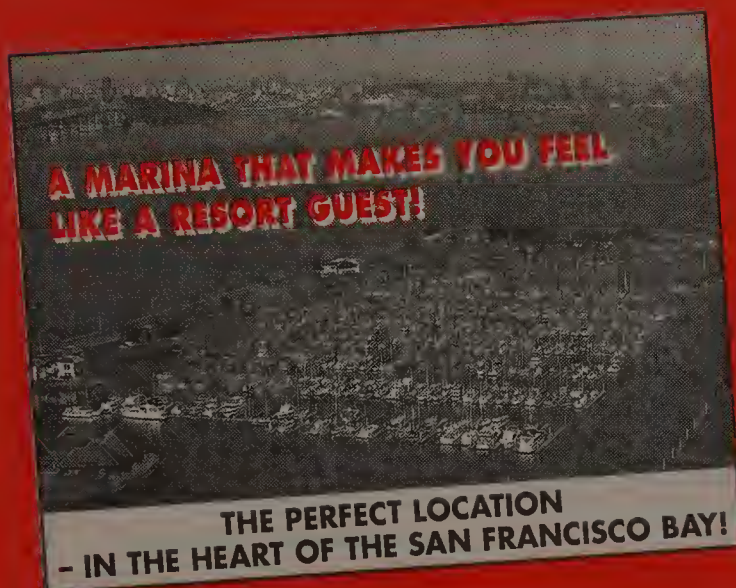
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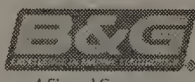
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LETTERS

sees a child ahead and has no time to stop. He has to make a quick decision to drive over the child and continue on his mission or swerve and only possibly miss the child, but probably fly off the side of the road and kill many of the soldiers.

The class debated every which way about the proper course of action, but without consensus. At the end of the lecture, we asked the instructor which course of action was most ethical. His answer: There is no right answer. The exercise was presented to let us know that a time will come when our options would be limited and none of them would be pleasant.

I've decided — and this is with weeks of deliberation whereas the bar pilot on *Pacific Highway* only had seconds to react — that I would have maintained my course and speed, and to hell with the idiot in the sailboat. As it was, only the bar pilot's spectacular skill of hard right then hard left rudder saved the day. The probable loss of this sailboat operator, as compared to the much larger potential loss of life from a direct hit on the Richmond Bridge, made it an easy choice.

George Fulford
Mill Valley

↑↓ONE DUMBASS SKIPPER

I hate to say it, but even as a sailor, if the guy driving the ship had to choose between running down one dumbass skipper who ought to know better or ramming the San Rafael Bridge, the sailboat skipper should be toast.

Joe Helfand
Nonsuch 30
Alameda

↑↓CULLING STUPIDITY FROM THE GENE POOL

As a retired Coastal Guardian, I can say that if I had been at the helm of the *Pacific Highway* when the sailboat blocked a clear path beneath the main span of the San Rafael Bridge, that sailboat would have been toast. I might have felt bad afterwards, but there is no way I would have put all the innocent people on the bridge at risk. Nature has a way of culling stupidity out of the gene pool, and this might have been one more attempt.

But where, I wonder, were the Coast Guard sea marshalls who are normally on a ship's bridge when it leaves or enters our major seaports? Part of their current mission is to prevent a ship from being used as a weapon to attack our bridges and other infrastructure.

Ron Minnis
Northern California

Ron — Based on the response we received, everyone was in favor — if there was no other option — of running down the sailboat rather than hitting the bridge. But naturally nobody wants anybody to get hurt, let alone killed, and fortunately, there's a very simple way to do it. Let's all understand and follow the rules of the road, one of the most important of which is to give large vessels plenty of room in which to maneuver. After all, it's so easy to do.

We've been swamped with letters for the last several months, so if yours hasn't appeared, don't give up hope. We welcome all letters that are of interest to sailors. Please include your name, your boat's name, hailing port, and, if possible, a way to contact you for clarifications. By far the best way to send letters is to email them to richard@latitude38.com. You can also mail them to 15 Locust, Mill Valley, CA, 94941, or fax them to (415) 383-5816.

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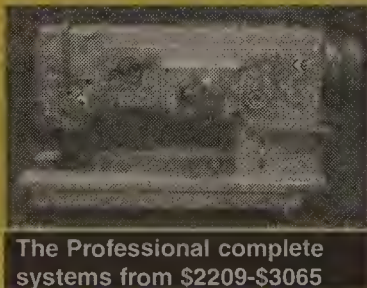


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LOOSE LIPS

Charlie and the salmon.

Well, the goal was the same this year: try to catch a salmon bigger than my son, Charlie. Last year this fish would have done it, but Charlie is growing just a little too quickly. We went out on Sunday before the Simpson Regatta and caught this 33-pounder off Muir Beach. Off to have it smoked (the fish not Charlie).



Big ones that didn't get away —
Charlie and the salmon.

— *chris perkins*
Readers — After he sent us this back in August, Chris went out and took four bullets in four races at the Simpson Regatta aboard his J/105 Good Timin'. Last month, he won his division in the Big Boat Series aboard the same

boat, as well as the season championship in the J/105 class. And he can fish, too!

Looking for Steve.

In our ongoing Circumnavigator's List is a curious entry for Steve Jeans. In 1976, Steve was cruising his Horst-designed catamaran *Zoom* in the Solomons when a hurricane blew through and all but destroyed the boat. So, like Jimmy Stewart in *Flight of the Phoenix*, Jeans built a new, smaller boat from the remains of the big one, and completed his circumnavigation on the smaller boat. That's about all we know about his adventure (which was reported by another cruiser who knew him.) We've tried to find Jeans (his last name might be 'Janes') a couple of times over the years, but have not had much luck. If you know where he is and what he's doing these days, we'd still like to contact him to confirm and flesh out this unique story. Please contact editorial@latitude38.com.

What is the Circumnavigators List? Its a listing of all West Coast-based sailors who have sailed around the world at any time in the past. We ran the list in the March, 2002, issue and even had a Circumnavigators' Reunion at Sail Expo that year. Although we have no plans to re-run it at any time in the near future, we are trying to keep it updated. The latest version of the List appears on our website at www.latitude38.com/features/circumnavigators.htm. If you're not on it, and you are a West Coaster who has circumnavigated, please let us know. We need to know your name(s), boat type, boat name, the years you departed and returned, and the port or place where you 'tied the knot.'

Pop quiz.

Where is the world's largest manmade recreational boat harbor? Answer at the end of *Loose Lips*.

Eight bells.

We were shocked and saddened to learn that Oxnard-based rigger Forrest "Frosty" Melton was killed on September 9 in a fall from a mast he was working on. The only details being released at this time are that he was on his way up the mast of a docked boat when he experienced "equipment failure" and fell about 30 feet. Although reportedly lucid enough to communicate and wiggle his fingers when he arrived at the hospital, he died two days later of head injuries sustained in

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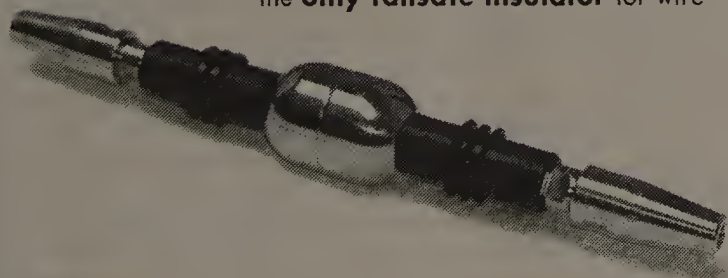
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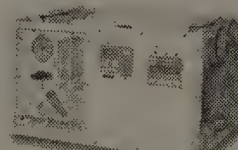
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LOOSE LIPS

the fall. He was 51.

Frosty was a beloved member of the maritime community in and around Ventura and the Channel Islands Harbor. "He was a fair, honest, hardworking, one-with-the-ocean kind of guy," says Pete Caras, a former Bay Area sailor who had just met Frosty only a few weeks before the accident. "His idea of a fun afternoon was to zip out to Anacapa on his Cal 40 *Seaflower*."

In addition to many friends, Frosty leaves behind his wife Elaine and young sons, Adam and Tyler. The local West Marine held a fundraiser for them at the end of September, and Coast Chandlery on Harbor Boulevard in Channel Islands Harbor is planning another on October 3 (call 805-815-4520 for more information). Contributions may also be made to the Elaine Melton Bereavement Account No. 40022613794, Citibank, 739 W. Channel Islands Blvd., Port Hueneme, CA 93041.

Signature yachts.

Bill Blass does it. Jack Nicklaus does it. Cartier does it — lend their names and styling touches to 'signature series' luxury model cars. So why shouldn't boats be subject to the same refined tastes? Well, starting this year, they will be. At the Annapolis Boat Show, which opens this month, there will be two special Tommy Bahama yachts. The boats, a 42 and 47 footer, will each feature special styling touches by Tommy Bahama, the popular lifestyle brand of clothing, footwear, home furnishings, restaurants and even their own beer.

We've always been a bit unclear on just who this cool-sounding Bahama fellow was, so we emailed the company. A very nice person replied, telling us that it's a common question. Turns out Tommy Bahama is not a real guy. He's the guy we all want to be: a handsome, laid-back sailor type fellow whose mantra is "Life is one long weekend." (Hey, it works for us.) The company and name is the brainchild of apparel industry veterans Tony Margolis, Bob Emfield and Lucio Dalla Gasperina, who debuted the Tommy Bahama line of men's casual sportswear in 1992.

Anyway, we weren't able to secure photos of the Tommy Bahama Beneteaus, but can tell you that they will be available through more than 40 dealers across the country next year.

The ocean syndrome.

In a recent discussion of the China Syndrome — the fanciful fiction wherein an uncontrolled U.S. nuclear reactor melts through the center of the earth and comes out in China — it was pointed out that no part of the U.S. is directly opposite China. (Both, after all, are in the northern hemisphere.) In fact, the patch of planet directly opposite us is mostly water: the Indian Ocean. What's directly opposite China? Parts of Argentina and Chile. A quick look at the 'antipode' map at <http://www.peakbagger.com/pbgeog/worldrev.aspx> also reveals other curious opposites: Australia 'fits' perfectly in the Atlantic without touching land anywhere, and the entire continent of Africa likewise fits the Pacific like a glove.

Pop quiz answer.

With 6,000 recreational boat slips, 1,900 feet of guest docks, 180 feet of public fishing dock, and facilities that provide access to 100,000 trailerable boats annually, Marina del Rey is the world's largest manmade recreational boat harbor. Dedicated in 1965, the former estuary is also home to the highest density of restaurant seating (in its one-square-mile area) this side of New York.

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San Diego
Cabrillo Isle Marina 619.297.5202

San Francisco Bay
Ballena Isle Marina 510.523.5528
Treasure Isle Marina 415.981.4416

Ventura
Ventura Isle Marina 805.644.5858

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olympic sailing wrap-up

Team USA finished with two medals in the sailing portion of the 28th Olympiad which wrapped up August 28: a gold in Men's 470 and a silver in Tornados.

Congratulations to 470 sailors Paul Foerster and Kevin Burnham, who have individually worked long and hard for their gold. (Olympic trivia: at 47, Burnham was the oldest gold medalist on the USA's 2004 Olympic team.) Foerster, who makes his home in Dallas, sailed his first Olympics in Flying Dutchmans in Pusan, Korea, in '88. He took silver in the same class in Barcelona in '92 (which was also the swan song for the FD). Paul sat out the '96 games, then got heavy into 470s, adding another silver medal to his cache in Sydney in 2000. Kevin Burnham has competed in every Olympic trial since 1980 and won 470 silver crewing for Morgan Reeser in 1992. Foerster and Burnham have only been sailing 470s with each other since shortly after the 2000 games, but obviously the chemistry works.

And talking about chemistry, another tip of the hat to John Lovell and Charlie Ogletree, whose long-running chemistry together — they even share the same birthday! — earned them a silver medal in the Tornado class. The two have sailed Tornados for 11 years total, and have improved steadily after finishing 7th in Sydney in 2000, and 8th in Savannah in 1996. John hails from New Orleans and Charlie is from Houston.

Honorable mention to the rest of the U.S. Sailing team, who might not have medalled, but sailed their best in difficult conditions.

There were 11 events using 9 boat designs (two, the Mistral boards and 470s, had men's and women's divisions). All fleets raced 11 race/1 throwout series, except the 49ers, which did 16/1. The venue for the sailing portion of the Games was the Agios Kosmas Sailing Center on Greece's Saronic Gulf, about 20 miles from the Olympic Village. Conditions for most of the sailing events held August 13-28 were 10 to 12-knot winds — and giant windshifts that shuffled the deck in many fleets many times. The U.S. team also discovered (as they did in 2000) that competitors from other countries are sailing much better than in years past.

That didn't do much to quell the disappointment in sailing circles back home. It may be a bit much to expect a return to the glory days of Long Beach in '84, when Americans won 7 medals in 7 classes, or Barcelona in '92 (9 medals, 10 classes), but in days following the most recent Olympics, internet sailing websites were hot with debates on what went wrong and how to remedy the problem before 2008. (See article following this one for more on that.)

In the big picture, American athletes won a Games-high total of 103 medals in Athens, 35 of them gold. Historically, since sailing (then 'yachting') was first included in the Olympics in 1900, the U.S. has the highest medal tally with 56, including 17 golds. Great Britain is second (45, 19 gold) with Norway third (31, 17 gold). The big winner in 2004 was Great Britain, with five medals, including two golds (Finn and Yngling), followed by Spain with three (including gold in the 49er). In addition to the United States, six other countries won two medals: France, Brazil (both golds), Greece, Austria, Ukraine and Denmark. In all, the 33 medals given out in sailing were divided among a record 21 nations.

Perhaps the most remarkable medalist in attendance on the Saronic Gulf was Brazilian sailor Torben Grael, whose gold in the Star class marks his fourth consecutive medal in as many Olympics. (His others: silver in Solings in '84, gold in Stars in '96, and bronze in Stars in '00.) The all-time 'holy father' of Olympic sailing remains Paul Elvstrom, who won four consecutive gold medals in Finns from 1948-1960.

Following are the breakdowns for the various classes

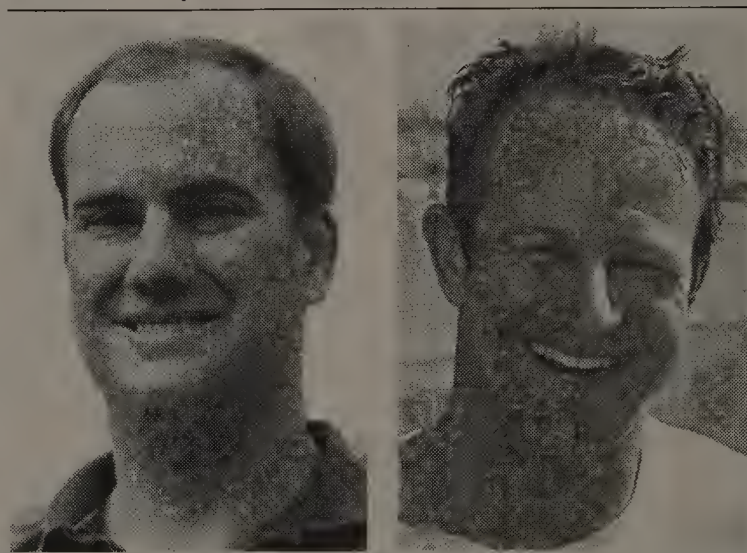
EUROPE (25 boats) — 1) Siren Sundby, NOR; 2) Lenka Smidova, CZE; 3) Signe Livbjerg, DEN; 14) Meg Gallard (Jamestown, RI/Pelham, NY);

continued on outside column of next sightings page

mirabella on

Joe Vittoria's spectacular *Mirabella V* has appeared regularly in sailing news, not because she's the biggest superyacht afloat, but because she's the biggest sloop ever built. As has often been noted, her 285-ft carbon fiber mast would not fit under the Golden Gate Bridge. The \$54 million, 247-ft beauty was launched last November 26.

Mirabella was in the news again last month for another reason: she dragged anchor in force 6-7 winds and went aground on rocks near the entrance to a marina at the lovely old French Riviera town of Beaulieu sur Mer (between Monte



Above, Tornado silver medalists John Lovell (l) and Charlie Ogletree. Spread, 470 gold winners Paul Foerster (l) and Kevin Burnham at the Olympic Classes Regatta earlier this spring.



the rocks

Carlo and Nice). What her captain, Johnno Johnson, and the rest of her large crew were doing at the time is unclear. Normally, yachts of this stature would have a minimum of two people on duty even in the wee hours of the night while at anchor in calm weather.

Several large private motoryachts tried to pull the big sailboat free, but you don't just yank a 750-ton yacht off the beach like a grounded Lido 14. Especially when her 150-ton lifting keel has either dropped or will not function properly. With the bulb in the 'up' (stowed) position, *Mirabella*

continued middle of next sightings page

olympics — cont'd

FINN (25 boats) — 1) Ben Ainslie, GBR; 2) Rafael Trujillo, ESP; 3) Mateusz Kusznierewicz, POL; 11) Kevin Hall (Bowie/MD/Ventura, CA).

470 MEN (27 boats) — 1) Paul Foerster (Rockwall, TX)/Kevin Burnham (Miami, FL); 2) Nick Rogers/Joe Glanfield, GBR; 3) Kazuto Seki/unknown, JPN.

470 WOMEN (20 boats) — 1) Sofia Bekatorou/Aimilia Tsoulfa, GRE; 2) Natalia Via Dufresne/Sandra Azon; 3) Therese Torgersson/Vendela Zachrisson, SWE; 5) Katie McDowell (Barrington, RI)/Isabelle Kinsolving (New York, NY).

49ER (19 boats) — 1) Iker Martinez/Xavier Fernandez, ESP; 2) Rodion Luka/George Leonchuk, UKR; 3) Chris Draper/Simon Hiscocks, GBR; 5) Tim Wadlow (San Diego, CA)/Pete Spaulding (Miami, FL).

LASER (42 boats) — 1) Robert Scheidt, BRA; 2) Andreas Geritzer, AUT; 3) Vasilij Zbogor, SLO; 8) Mark Mendelblatt (St. Petersburg, FL).

MISTRAL MEN (34 boards) — 1) Gal Fridman, ISR; 2) Nikolaos Kaklamanakis, GRE; 3) Nick Dempsey, GBR; 28) Peter Wells (Newport Beach/La Canada, CA).

MISTRAL WOMEN (26 boards) — 1) Faustine Merret, FRA; 2) Jian Yin, CHN; 3) Alessandra Sensini, ITA; 16) Lanee Butler Beashel (Aliso Viejo, CA).

continued on outside column of next sightings page



DAN FORSTER/ROLEX

olympics — cont'd

STAR (17 boats) — 1) Torben Grael/Marcelo Ferreira, BRA; 2) Ross MacDonald/Mike Wolfs, CAN; 3) Xavier Rohart/Pascal Rambeau, FRA; 5) **Paul Cayard** (Kentfield, CA)/**Phil Trinter** (Lorain, OH/Port Washington, NY).

TORNADO (17 boats) — 1) Roman Hagara/Hans Peter Steinacher, AUT; 2) **John Lovell** (New Orleans, LA)/**Charlie Ogletree** (Houston, TX/Columbia, NC); 3) Santiago Lange/Carlos Espinola, ARG.

YNGLING (16 boats) — 1) Shirley Robertson/Sarah Webb/Sarah Ayton, GBR; 2) Ruslana Taran/Ganna Kalinina/Svitlana Matevusheva, UKR; 3) Dorte Jensen/Helle Jespersen/Christina Otzen, DEN; 10) **Carol Cronin** (Jamestown, RI)/**Liz Filter** (Stevensville, MD)/**Nancy Haberland** (Annapolis, MD).

For more on the sailing portion of the Olympics, see www.sailing.org/olympics2004.

olympic training program

The dearth of medals by American sailors in the recent Olympics (in just two out of 11 events) elicited lots of comment and not a little criticism in sailing circles in the wake of the games. And lots of opinions on how to 'fix' the problem. One of the most unique suggestions came from one of sailing's more unique purveyors, Philippe Kahn: start an Olympic training 'camp' where sailors with the proper talent, attitude and commitment would undergo a rigorous training regimen whose focus was one thing: winning gold in Beijing in 2008. Unlike many of the suggestions put forth on chatrooms and sailing forums, Kahn's idea is hardly idle talk: his *Pegasus Racing* Olympic Gold Program is already taking applications.

Kahn is founder and CEO of LightSurf Technologies, the folks we can thank for camera phones. His own ascendancy into the top ranks of sailing may serve as an example of what's possible in the program he's suggesting. Early on, he surrounded himself with good people, sailed a lot and dedicated himself to improving his game. And he has. In 2003 alone, he set a new Coastal Cup record with his R/P 77 *Pegasus 77*, and earned his second consecutive barn door trophy (fastest elapsed time) in TransPac. You may also recall that his son, Samuel 'Shark' Kahn, using much the same training regimen, astounded the sailing world when he won the very competitive Melges 24 Worlds last year — at age 14. At this writing, two teams from *Pegasus Racing* were also showing well at the Bell

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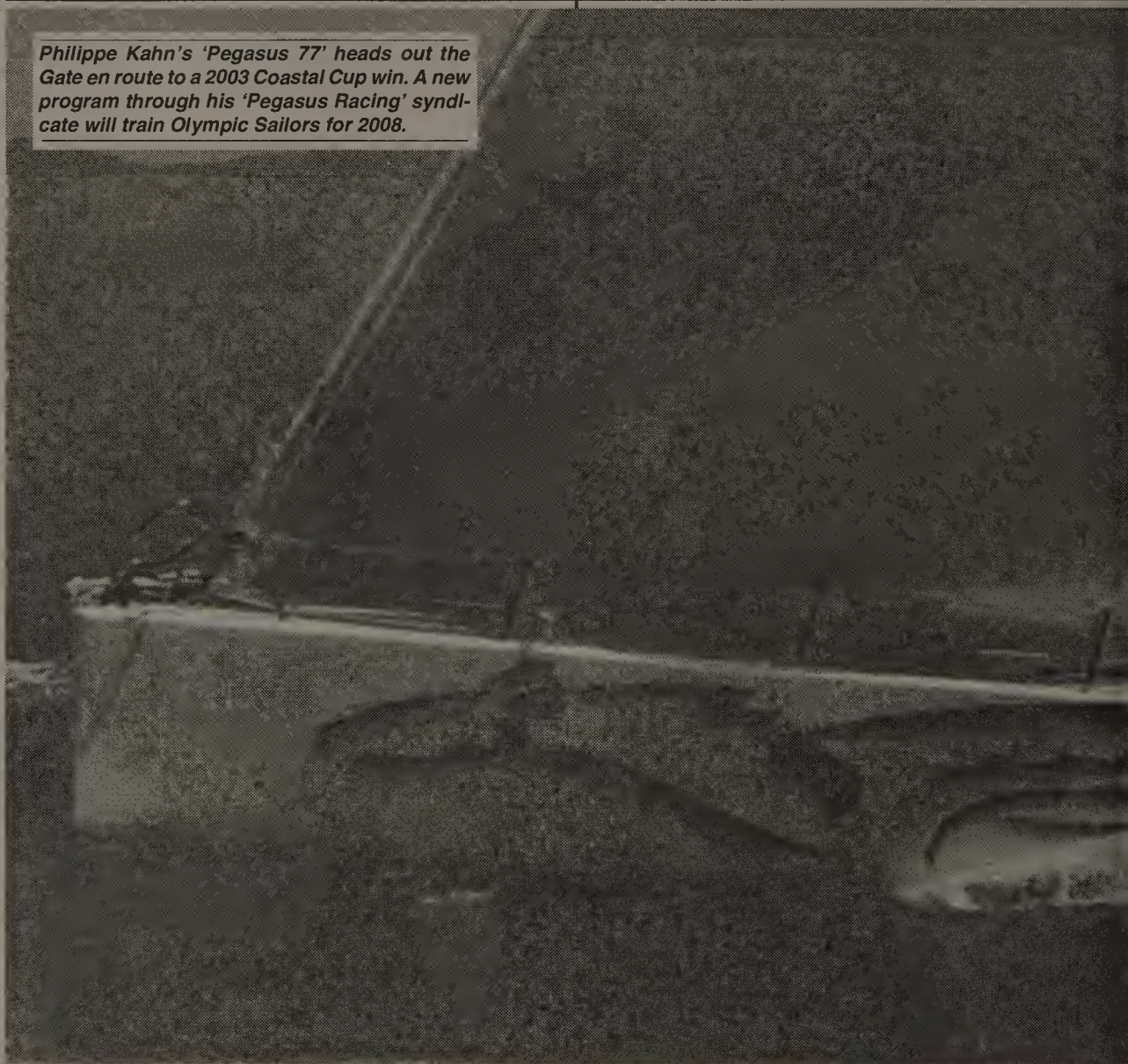
mirabella

draws about 13 feet. With it down, she draws 32 feet.

Luckily, conditions calmed after the grounding and stayed that way as crews erected a gantry on deck amidships to lift and support the keel, which divers discovered *had* dropped and wedged in the rocky bottom. Two and a half days after she went ashore — and aided by an extremely high tide — the big boat was finally pulled free by a tug, and reportedly motored to a drydock at La Ciotat under her own power.

The extent of any damage to *Mirabella* was not available at presstime. But sources say she will undergo a complete evaluation and repair before returning to sea. The grounding is a real blow to Vittoria, the former head of Avis Rent-A-Car. Unlike most owners of mega-yachts, Vittoria maintained a website (www.mirabellayachts.com) that encouraged everyone to follow along with the building and testing of the yacht. Vittoria's at-

Philippe Kahn's 'Pegasus 77' heads out the Gate en route to a 2003 Coastal Cup win. A new program through his 'Pegasus Racing' syndicate will train Olympic Sailors for 2008.



olympic training — cont'd

Mumm 30 Worlds in Toronto: Shark (now 15) was in first; Dad was running third.

Kahn's idea for the Olympic training program is to hold trials for promising young sailors selected from hundreds of inquiries *Pegasus Racing* has received since the program was first announced early last month. Kahn has said that skills would be only one of the things tested, though. Equally important would be "fitness, fighting spirit, teamwork and positive attitude."

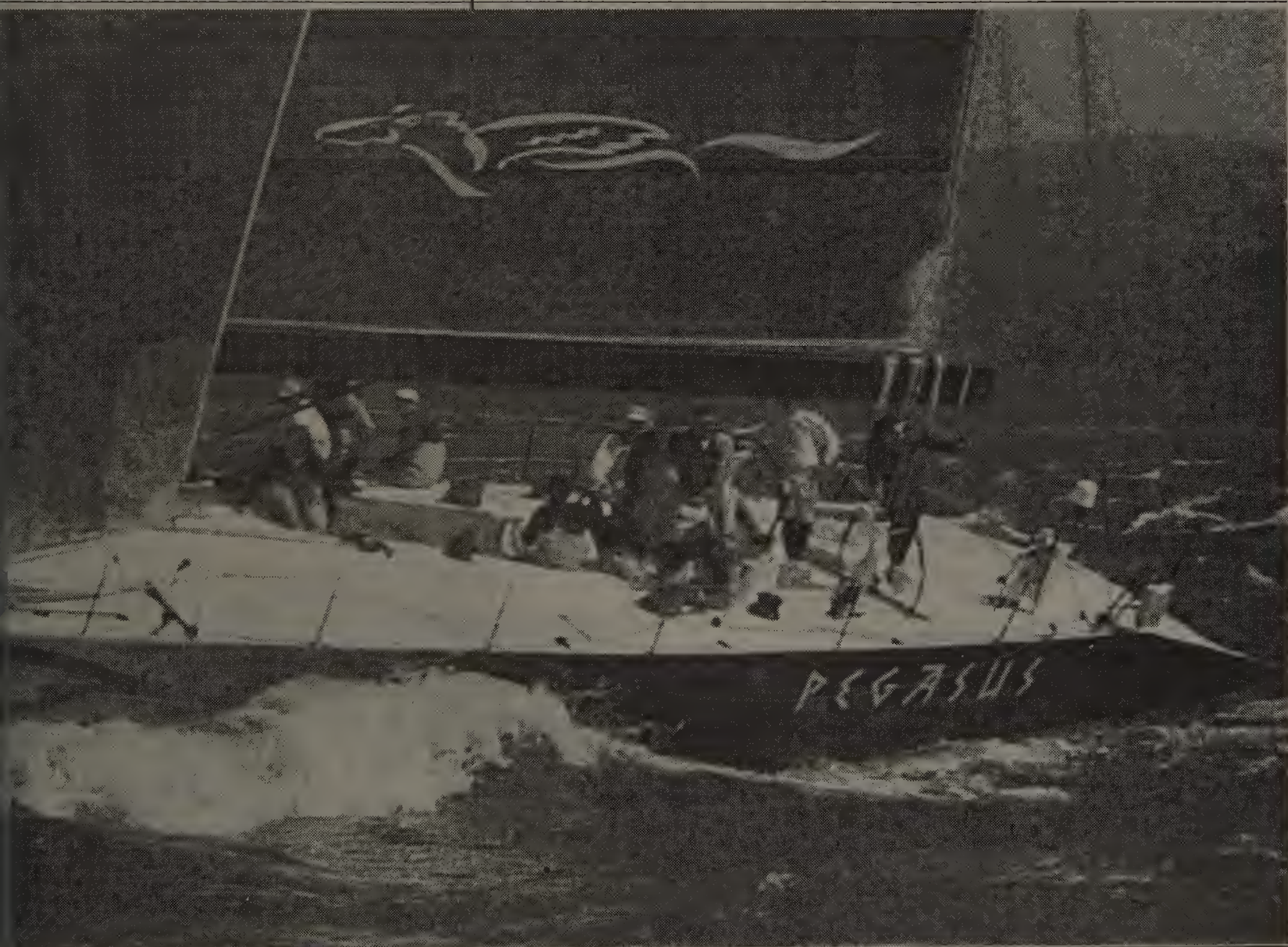
The sailors selected for the program will sail about 250 days a year, mainly in Santa Cruz and Hawaii. They will also travel to different venues to participate in important races in their individual fleets. Teachers/coaches will come from the ranks of experts in the various classes, as well as some well-known names from the America's Cup and ocean racing ranks. Fitness, flexibility and nutritional guidance will also be provided. One thing that will be removed from the process, most Olympic aspirants go through now is interrupting training to pound the pavement in search of backers and sponsors. "The best programs will be able to focus 100% on sailing," Kahn has said. "Everything will be taken care of."

The program is open to both young men and women. Sailors interested in applying for a spot on the *Pegasus Racing* Olympic program may do so by emailing Olympic.gold@pegasus-digital.com. For more on the program, as well as the latest news about *Pegasus Racing*, log onto www.pegasusracing.com.



'Mirabella V'.

itude seemed to be that, while most people would never be able to put up the \$250,000 a week needed to charter the boat, they could at least enjoy her vicariously. We wish him and his boat the best.



SIGHTINGS

ha-ha priorities

"A couple of people have told me that this year's Baja Ha-Ha XI is already a big success because there are 167 paid entries," says Ha-Ha Honcho Lauren Spindler. (The final 60 entries are listed on the opposite page.) "The large number of entries is gratifying, but there is just one criteria for a successful Ha-Ha — that everyone arrives safely. As such, it's important to me that nobody has gotten so swept up in the general enthusiasm for the event that they have glossed over the extensive liability waiver and are ignoring the potential risks. Unlike a ride at a controlled environment such as Disneyland, the Ha-Ha is a high-risk activity, and participants can get hurt. Do take the warnings

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derelict story with

Your request a few months ago for stories about boats that are dead or almost dead caught my eye. About five years ago, I was surfing the Internet and came across a boat I had lusted after since 1976. When I first saw the Wylie-designed 'Gemini Twins' sailing up the Oakland Estuary side by side, I thought that they were about the prettiest things I'd ever seen. I tried to buy *Legacy* when she was for sale in 1982, after she had gone on the rocks



a happy ending

off the Cityfront and been repaired, but I got there one day after John Melder had bought her.

I went through a series of boats after that, a Newport 30, an Express 37 and a Moore 24, which I still own with a partner. Anyway, I knew that the boat on the Internet was "the other one," which never officially had a name, but was referred to as *Two* because of the Roman

continued middle of next sightings page



"The good news is, your boat didn't sink . . ." The 'dry storage' at Spice Island Marina in Grenada after Ivan came to visit. Damage to boats all over the Caribbean has been heavy in the wake of hurricanes, but pales in comparison to the damage and loss of life ashore.

ha-ha — cont'd

seriously, and understand that you are responsible for your own safety.

"Having said that, I'm happy to report that to date the Ha-Has have been very safe. A few years ago, one woman died of a massive heart

FINAL BAJA HA-HA ENTRIES

<i>Pangea</i>	Swan 38	John & Lisa Harlan	Portland, OR
<i>Liberty</i>	Cal 3-46	Tom Reagan & Nancy Belet	Dana Point
<i>Blue Point</i>	Nordic 46	Patrick Price	Monterey
<i>Flying Circus</i>	F-27 tri	Dave Martin	Sacramento
<i>Serenity</i>	Hunter 310	Nicholas Stephens	San Diego
<i>Fast Forward</i>	C&C 34	J. Michael Dungan	Berkeley
<i>Snow Goose</i>	Cal 2-46	Frank & Dayna Howard	Huntington Beach
<i>Lily Mae</i>	CT 49	Simon & Charlyn Anderson	Las Vegas
<i>Moonlight</i>	Hunter 42	Ron Olson	Oxnard
<i>Shearwater</i>	Westsail 43	Robert Hood	Monterey
<i>Cupid</i>	Hunter 410	Walt & Mary Lee Morgan	Lahaina
<i>Aquamarine</i>	Ericsen 34	The Lab Family	San Diego
<i>Bonnie Belle</i>	Beneteau 433	George Kornhoff	Long Beach
<i>Full Moon</i>	Cal 2-29	Neal Groff	Victoria, BC
<i>Stargazer</i>	Morgan 38	Nick Bushnell	Concord
<i>Kabrum</i>	Frers custom 34	Peter Borges	Richmond, BC
<i>Some Day</i>	Islander 36	Thomas Michael Gray	Berkeley
<i>Coral Rose</i>	Alpha 34	John Aldous & Melanie Eslinger	Redwood City
<i>Rendezvous</i>	Jeanneau 40	Jerome Nickerson	Dana Point
<i>Sage</i>	Beneteau 461	Bill & Joan McKnight	Larkspur
<i>Celebration</i>	Union 36	Seth Andrews	Pt. Richmond
<i>Rejoyce</i>	Cal 39	Wayne McKinnon	San Diego
<i>Moana</i>	Downeast 32	Sam & Sally Peterson	San Diego
<i>Profligate</i>	Surfin' 63	Rally Committee	Tiburon
<i>Paloma Blanca</i>	Jeanneau 45.2	Tom Dameron	Las Vegas
<i>Wildrose</i>	Tartan 37C	Lori Warner	Stockton
<i>Freezing Rain</i>	Hallberg-Rassy 46	Don & Marie Irvin	Gig Harbor
<i>Dolce Vita</i>	Fountaine-Pajot 56	Mai Dolch	Belvedere
<i>Halcyon</i>	Pearson 385	Bill Rogers	Portland, OR
<i>Antoinette</i>	Cal 34	Frank Connors	Sausalito
<i>Puzzle Duck</i>	Pearson 30	Larry Burgoyne	San Diego
<i>Only Four</i>	Lagoon 35 cat	Michael & Patricia Favier	Mesa, AZ
<i>Maya</i>	Westsail 32	Rick Meyerhoff	Sausalito
<i>West Wind</i>	Gozzard 36	Chris O'Brien	Bellingham, WA
<i>Solar Planet</i>	Beneteau 51	Gary Luchtel & Leif Vasstrom	San Francisco
<i>Taurus</i>	Custom 54 ketch	David Southwell	Southampton, UK
<i>Jambo</i>	Tanton 44	Evan & Flossie Gull	Aspen, CO
<i>Windshift</i>	Scampi 30	John Hart	Redlands
<i>Caballo Blanco</i>	Cal 30	Mike Pyzel	Santa Barbara
<i>Relax</i>	Crealock 57	Ron Jordan	San Diego
<i>Popeye</i>	Searunner 37 tri	Tony Pettit	Lusby, MD
<i>Thunder</i>	Columbia 43	Jack Brady	Brisbane, CA
<i>Windcastle</i>	Spindrift 43	Doug Nash	Dana Point
<i>Libertad</i>	Amel Maramu 46	Dennis & Virginia Johns	Santa Barbara
<i>Cristal</i>	Beneteau 423	Michael Sebring	Alameda
<i>Amazing Grace</i>	Nassau 34	John Hill	Sunnyvale
<i>Om</i>	Tradewinds 55	Ahmed Agrama	Los Angeles
<i>Serenity</i>	Downeaster 38	Glenn Damato	Redwood City
<i>Sandpiper</i>	CT 42	Roger Brindle	Sausalito
<i>Capricorn Cat</i>	Custom 45-ft cat	Blair & Joan Grinois	Vallejo
<i>Unamet</i>	Symbol 55	Stephen Webber	Redmond, WA
<i>Con te Partiro</i>	Hallberg-Rassy	Mark & Diane Rector	Seattle
<i>Shearwater</i>	C&C 41	Steve & Dawn Borwardt	Brookings, OR
<i>Sea Grace</i>	Sweden 38	Dave Hamilton	San Francisco
<i>Shaka</i>	Blackwitch 26	Stacey Dobson	Dana Point
<i>Magic Dragon</i>	Tayana 47	Claude Hill	San Pedro
<i>Angel</i>	Cheoy Lee 47	Scott Morris	Alameda
<i>Break'n Wind</i>	Hunter's Child 50	John & Nancy Moore	Alameda
<i>Tequila</i>	Roberts 53	Quinn Closson	San Diego
<i>Aerie</i>	SC 11 (36)	Steven Abaño	San Francisco

attack that wasn't Ha-Ha related while on the hook at Bahia Santa Maria. The next closest thing to a death was when a young man went over the side of the catamaran *Humu-Humu* in the middle of the night. Had he not been able to hang onto a line and quickly flip himself back

continued on outside column of next sightings page

SIGHTINGS

ha-ha — cont'd

on board, he likely would have been a goner. The other serious injuries have occurred in the Squid Roe nightclub after the fleet arrived in Cabo. So sail smart and drink responsibly, because you can't Ha-Ha if you're badly injured or dead.

"Having gotten those grim thoughts out of the way, let's get ready for fun! Ha-Ha festivities kick off on October 6 at the Mexico Crew List and Ha-Ha Kick-Off Party at 6 p.m. at the Encinal YC in Alameda. Admission is free to skippers and first mates who have signed up for the Ha-Ha (and those who have signed up for the Crew List — see article elsewhere in this issue), and \$5 for all others. Is it worth it? Well, the folks from West Marine will be there to pass out certificates good for \$20 off at your next purchase of \$75 or more at a West Marine store. In addition, Hi's Bait & Tackle of Alameda will be there to show you how to catch fish off Baja, Sal of Sal's Inflatables will be there to blow up a liferaft, Dick Markie will be up from Paradise Marina to answer questions, and Gerry Cunningham will be showing folks his specialized Mexico charts. There may be others, too. In addition, the

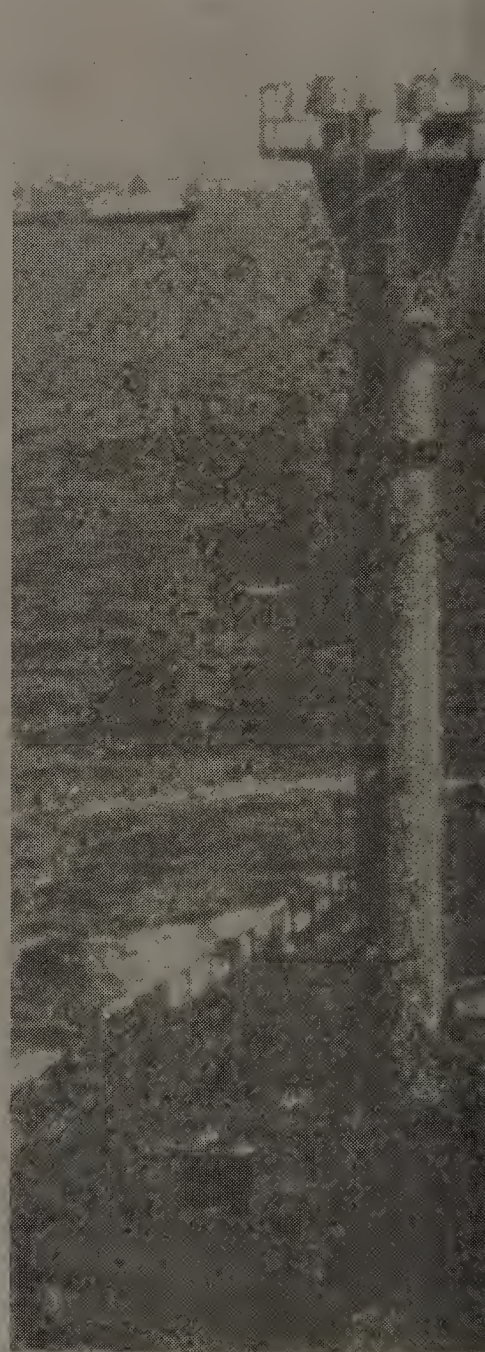
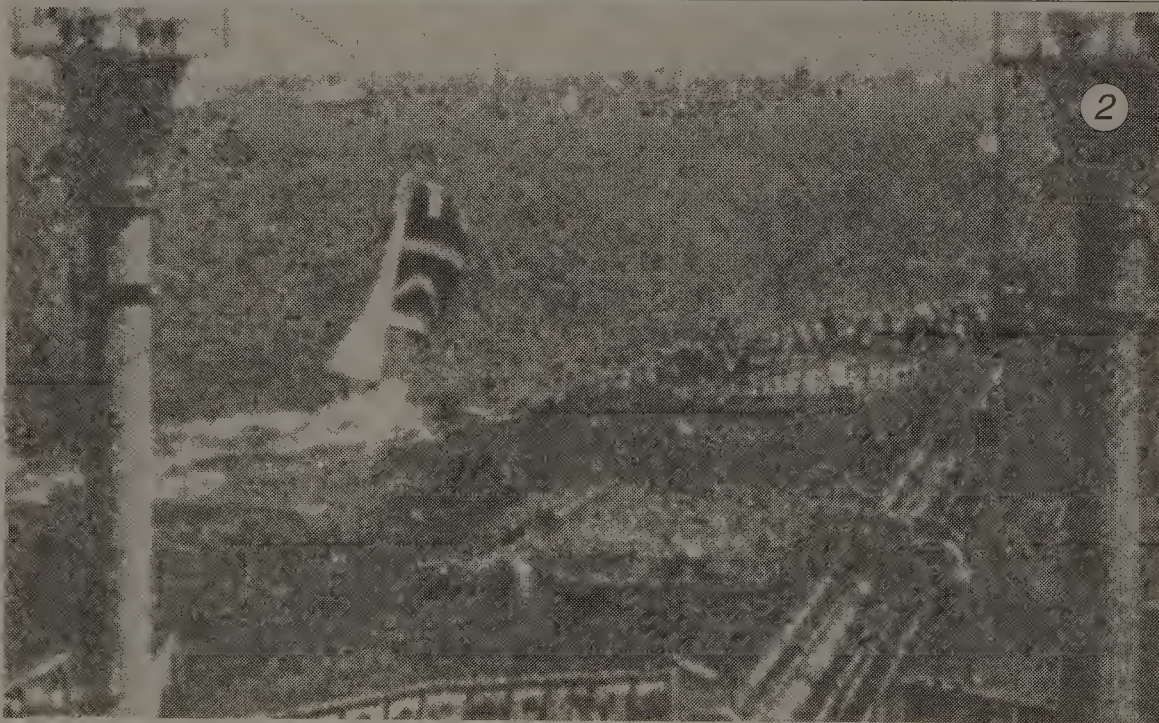
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happy ending

numeral 11 on the stern quarter, denoting that it was a Gemini. I bought the boat from the Stanford Sailing Program, where it had been donated and chartered out. Unfortunately, the last charterer apparently wasn't the most experienced sailor, and had broken the mast.

It turned out to be the least of her problems. There was also a hole in the deck, several holes in the sides, the transom was delaminating, the engine was frozen solid, the winches were dry — the list goes on and on.

I bought the boat for \$4,000, which, as you can guess, was just the beginning. I had a new engine installed, the mast spliced, the hull and deck repaired, and just recently had the entire deck stripped



— cont'd

and replaced. I had to have at least eight of the cedar 'planks' (the hull is cold-molded) replaced, and the transom relaminated. The boat was christened *Encore*, which seemed like an appropriate name. The gold-leaf name on the transom was designed by my daughter, Kristen.

The sails on the boat when I got her were measured and signed by Myron Spaulding in March, 1980. I raced her for a year or so with the old sails and, needless to say, sails that are old enough to vote aren't very fast. After I had kind of recovered financially from all the rebuilding, I got a new set of sails from Dave Hodges at Santa Cruz Sails, and we are

continued middle of next sightings page

ha-ha — cont'd

Wanderer will be showing photos from past Ha-Ha's.

"Of course, the biggest reason for most folks to come to the party will be to find crew, or find a berth on a boat. No matter if you're a skipper or potential crew, it's extremely helpful to bring along a sheet with your photo and resume. We'll see everyone there!"

"We've gotten a number of inquiries from people wondering where to berth or anchor their boats in Southern California prior to the start of the Ha-Ha. Please see the September 29 edition of *'Lectronic Latitude* (www.latitude38.com) for details on all the spots from Point Conception to Ensenada.

"Once the Ha-Ha Kick-Off Party in Alameda is over, the next time we'll get together is at the West Marine Kick-Off Party in the parking lot at the Cabrillo Isle Marina in San Diego. Remember, this is a costume party, and making a big effort could pay big rewards, as I've instructed the Grand Poobah to look favorably on requests for berths in Cabo made by crews who are in particularly good Halloween outfits.

"Have a safe trip to the start in San Diego, where we're looking forward to meeting all of you."



3

4

STEPHEN FUCILLO

cheating death redux

There's been a lot of talk lately about recreational boats interfering with commercial traffic. This sequence of photos appeared in our October, 1981, in an article appropriately entitled *Cheating Death*. During this encounter, photographer Stephen Fucillo (who was on the bridge of the tanker *American Sun*) noted that, soon after realizing that the *Islander Peterson 40* in photo 1 was not going to change course, the ship put its rudder hard over and stopped its engines (photo 2). When the sailboat continued on course, disappearing under the ship's bow (photo 3), the captain called for "Full astern, emergency!" You never do this on a tanker for fear of blowing out steam lines in the engine room and hurting or

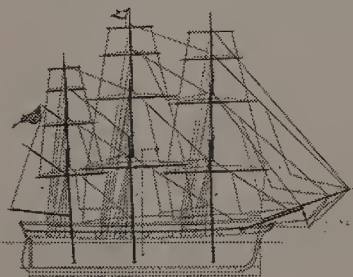
killing someone. At this point, the ship began to lose steerage and the current made it impossible to keep her lined up in the narrow channel. Only when the sailboat broached and appeared to be flogging clear of the ship (photo 4) was the *American Sun* able to resume her course.

For their part, the sailors say they were out of control in the 35-knot winds and, because of a jammed line, could not jibe. (See a letter from one of them in this month's *Letters* section.)

In the end, of course, everyone survived. But even after all these years, these photos were so compelling that we thought they were worth sharing again. We also hope that they're a good reminder to stay well clear of commercial traffic.

monterey gets nod for tallship

Next spring, a 19th-century whaling ship will take shape on the Monterey waterfront. After launch in 2006, the recreated *John Howland* will likely make a beeline across the Pacific to her new 'half-homeport' in Japan. And therein lies a story.



'John Howland' sailplan.

It starts in 1841 when a fishing boat sank off Japan, leaving her five crew marooned on the island of Torishima, about 300 miles southeast of Tokyo. Among the crew was a 14-year-old boy named Manjiro. After several months on the island, they were rescued by the American whaler *John Howland* — William Whitfield, master. Manjiro's fellow fishermen were dropped off at a nearby port and returned home, but the young boy was so fascinated by the whaler and her multi-ethnic crew that he stayed aboard. As such, he became the first Japanese to set foot on American soil when the ship landed back in New Bedford and — after Captain Whitfield took a liking to the bright young boy — the first Japanese student to receive an American education. In addition to becoming fluent in English, Manjiro (who by then had adopted the name John Manjiro in honor of the ship) was also 'fluent' in mathematics, history, geography, navigation and shipbuilding. Among other pursuits, he spent 40 months sailing around the world as the mate on another whaler.

At this time in history, you may recall that Japan was a closed country. Citizens were forbidden to leave on pain of death. But after 10 years, Manjiro was determined to return to his homeland for two reasons: he hoped to appeal to the Shogun to open up the country. . . and he missed his mother.

To make a long story short, Manjiro was treated like a criminal for two years until, in 1852, he was allowed a joyful reunion with his mother and family. The intelligence, education and persuasiveness of the young traveler had an effect on those in power. When Commodore Perry landed in Japan the following year, it was largely due to the groundwork laid by Manjiro — and his participation in negotiations — that Japan decided to end its 200 years of isolationism.

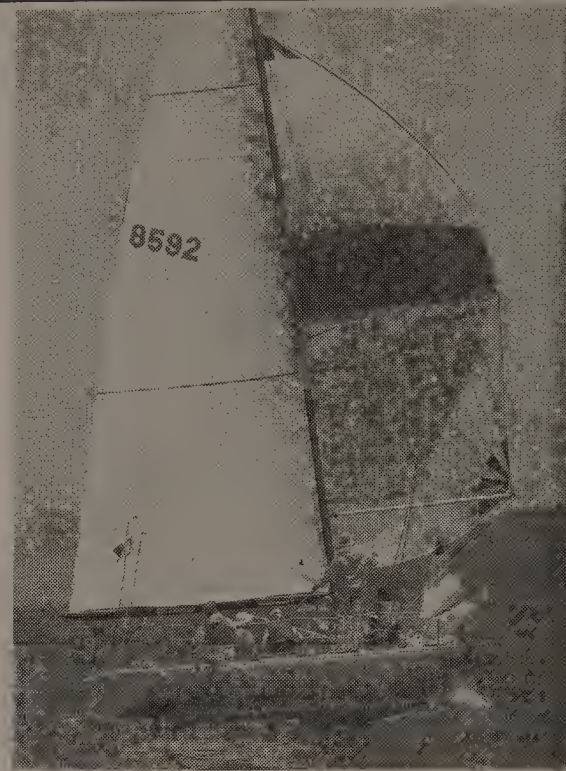
Manjiro went on to be a teacher, shipbuilding consultant, translator and occasional diplomat. He made one more trip to America, landing in San Francisco in 1860 as an official envoy to ratify a commercial treaty. Manjiro died in Japan in 1898 at the age of 71. His legacy lives on, and the man himself is a legend. Scholars still debate the breadth of his contribution to this important period of history.

And it all began through the kindness of an American ship captain and a crusty old whaling ship.

When completed, the new *Howland* will make a world cruise promoting goodwill and education, and will then divide her time between Japan and the U.S. In a tribute to her roots, the *Howland's* homeport of record will be New Bedford. (That city made a bid for building the ship, but the Manjiro Historic Ship Society chose Monterey instead.)

There's lots written about Manjiro and Captain Williams, but surprisingly little about the *Howland* herself, save for the fact that she was a whaler built in 1830 and named for *Mayflower* Pilgrim John Howland (who happens, perhaps not coincidentally, to be a distant relative of President George Bush — both of them). However, recent line drawings indicate a ship very much like the last surviving original whaler, the 113-ft three-master *Charles W. Morgan*, centerpiece of the Mystic Seaport Museum in Mystic, Connecticut. Bluff-bowed, cobby little ships, the whalers were long on efficiency and short on aesthetics. You didn't really have to be fast to hunt whales (the small whaleboats did that), but you did need a tough, broadshouldered ship to render them down into oil and get that oil back home. On a typical two- to four-year work cycle, a 350-ton ship like the *Howland* or *Morgan* could carry around 700 barrels of oil in her hold.

A new website which will detail this and much more information is now under construction. Find it at www.manjiroship.com.



'Encore'.



Ya shoulda been there — this year's Big Boat Series was a great one. Read all about it in the article starting on page 112.

— cont'd

now very competitive. I have raced on the Bay for more than 30 years, and I can honestly say that this is not only the most beautiful boat on the Bay, but the best sailing one, too. (Okay, I'm a *bit* biased.) I had heard that these boats were designed by Tom Wylie to be the nicest sailing boats he could build, and I think that he succeeded.

I know I spent way too much money on this boat, but I feel like I have restored a valuable piece of art and I would do it again. My son, Kimbal, who is also a sailor, has informed me that I can never sell this boat. He wants it. So I guess her future is secure.

— andy hall

Readers — *Legacy*, the other *Gemini Twin*, is rumored to be in Long Beach and painted white.

Merlin and the 100th-anniversary transpac

The spray was barely dry from July's Pacific Cup when the buzz started about next summer's TransPac. And with good reason: it's the 100th edition of this West Coast classic and as such promises to be the greatest show on water. Among teasers already in play a year in advance: the two canting-keel MaxZ86s of Roy Disney and Hasso Plattner, a possible fleet of 13 or 14 Cal 40s, and minor surgery to stretch the rated distance of the race to 2,300 miles (the actual distance from Los Angeles to Honolulu is 2,225 miles) to give the smaller boats with higher handicaps a bit more racetrack to 'catch' their bigger rivals.

But the 'coming attraction' that may elicit the most smiles is the return of the magic bus herself, *Merlin*. This 67-ft needlenosed arrow of a boat is the granddaddy of the sleds, the originator of the fast-is-fun movement in Santa Cruz and the boat that forever cemented the legend of creator Bill Lee. She has also won more awards than any other boat in TransPac, including barn doors (fastest elapsed time) in 1977, 1981 and 1987, and she held the monohull record (set in 1977) for 20 years, longer than any other boat. She also shares the participation record of 12 TransPacs with the Spencer 62 *Ragtime*, a tie she will likely break next year as, at this writing, *Rags* is not planning to go.

continued on outside column of next sightings page



SIGHTINGS

merlin — cont'd

Merlin's return is auspicious not only to the TransPac, but to her latest (and very recent) owner. Trisha Steele closed the deal on the boat the week before we called in mid-July. She bought *Merlin* from Orange Coast College, to which the boat had been donated by her previous owner after a lackluster showing in the 2001 TransPac.

"It all just happened, I'm not sure how," laughs Trisha, who grew up in Newport but now lives in Maui. "My mother still lives on Lido Island, so I'm out here fairly often. And I know Brad Avery (who runs the OCC Sailing Program). I called him about chartering, and he said, 'We can't charter the boat to you, but you can buy her.' So here we are!"

Steele is no stranger to the Southern California sailing scene or the TransPac. In fact, her family's participation in the race goes back three generations, to her grandfather, Harry G. Steele. He had the 59-ft yawl *Odyssey* built in 1938 and took her to Hawaii in the '39 race with his son Richard — Trisha's father — as part of the crew. Richard helmed *Odyssey* in the '55 race, joined Charles Ullman (Dave's father) aboard *Legend* in '57, and took *Odyssey* again in '61 with his son (Trisha's brother), Ricky, on the crew. Sadly, Ricky was lost at sea later that year while delivering another boat. He was only 18.

Trisha did the first of her three TransPacs on the Cal 39 *Tres Hermanas* in 1979, with sister Libby as co-owner and Dad Richard doing the navigating. A third sister, Anne, had to scratch that year

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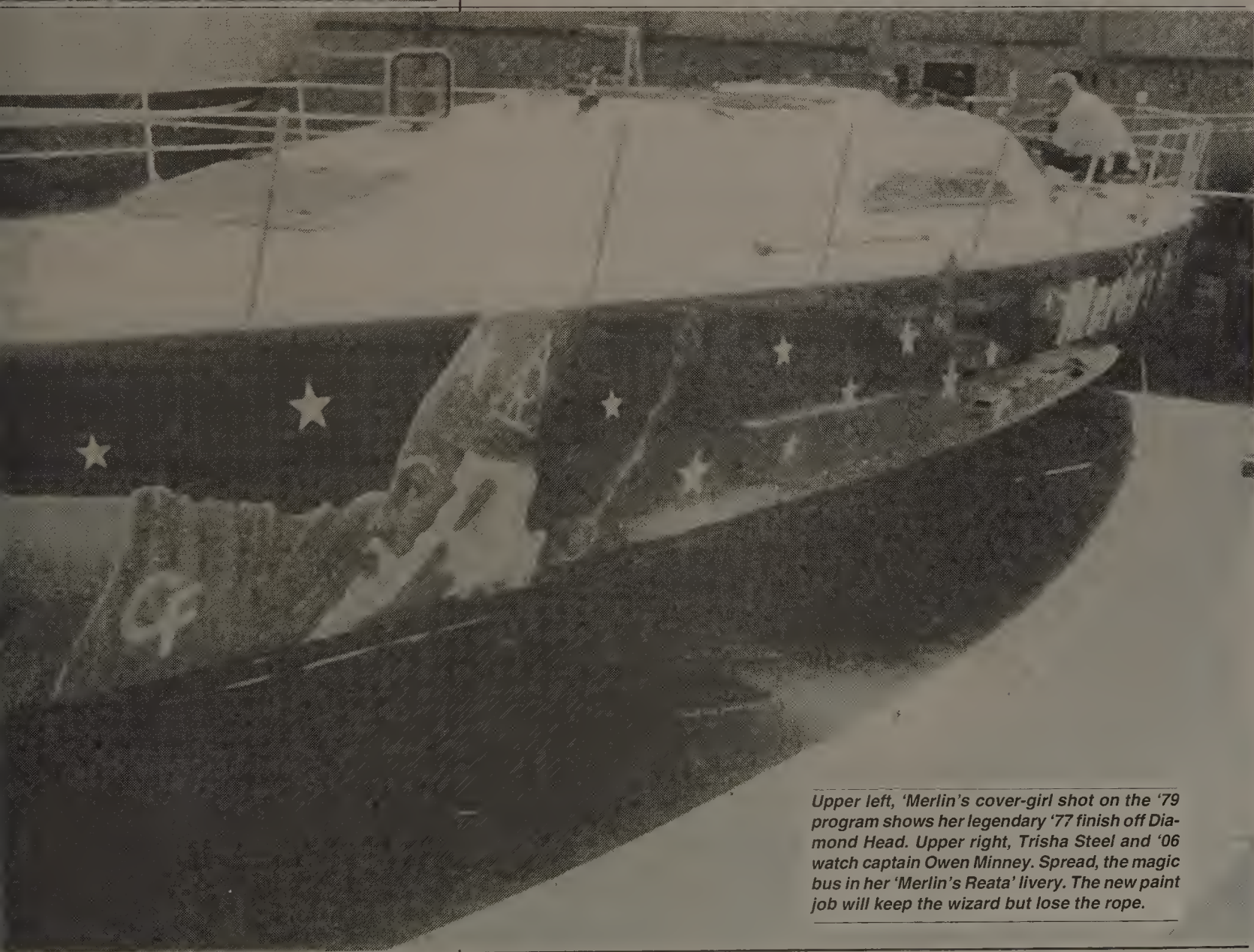
merlin — cont'd

because she was having a baby. In 1981, Trisha got a berth on *Merlin*, again with her father. In 1983, she sailed on *Ragtime*, which she owned with then-husband Dennis Durgan. A nephew who did the '81 race on another boat has made it four generations of Steeles who have raced TransPac. Incredibly, Grandpa Harry's old *Odyssey* is not only still in Newport, she's still in the family — owned by one of Trisha's cousins.

As for *Merlin's* chances, "I'm a realist, unlike the last owner," says Trisha. "I know we have no chance at the elapsed time, but we're definitely going for the corrected win." The last big awards *Merlin* won in TransPac were the King Kalakua Perpetual and the Governor of Hawaii take-home for best overall corrected time.

In case you're wondering, the boat does still have that spectacular 'magician with the lasso' graphic painted on by its last owner, who ran a chain of steakhouses in Texas called Reata (Spanish for 'rope'). We were happy to hear that Trisha was changing the name back to just *Merlin* "but keeping the big guy" . . . with a few minor changes. Artist Gary Miltimore, a friend of Trisha's who did the original artwork, will change the lariat into more of a rainbow. He will also be part of the crew, along with Owen Minney, Trisha and her sister Anne — the one who couldn't go before because she was having the baby. She hasn't filled the other five spots yet, "But believe me, the offers are coming out of the woodwork."

"This is going to be one epic adventure," says Trisha.



Upper left, 'Merlin's cover-girl shot on the '79 program shows her legendary '77 finish off Diamond Head. Upper right, Trisha Steel and '06 watch captain Owen Minney. Spread, the magic bus in her 'Merlin's Reata' livery. The new paint job will keep the wizard but lose the rope.

SIGHTINGS

seayanika — reflections on building our own boat

As I prepare for our upcoming departure with the Baja Ha-Ha, and my husband Erik puts some finishing touches on *Seayanika*, it's time to reflect back on the entire building process of our 49-foot custom sailboat.

WHERE THE MONEY WENT

Direct Costs

Hull & Construction*	52,000
Equipment & Appliances	33,000
Electrical & Plumbing	31,000
Motor, Metals & Misc	21,000
Rigging & Sails	22,000

Indirect Costs

Consumables	6,000
Rent & Transport	14,000
Tools & Equipment	7,000
Miscellaneous	6,000

Total \$192,000

(*Construction of *Seayanika* started with the purchase of a 25-year-old Cal 2-46 'bare hull' in September of 1999.)

timeframe estimated? A resounding "No!" *Seayanika* took almost twice as long to build as the 18 months we'd originally predicted — three years and three months, to be exact. Of course, Erik swears he purposely underestimated the time commitment because he knew I would never have agreed to a three-year building process. He's got that right!

Did we keep the project within budget? Again, a big "No", and again, we missed it by half. Erik's original estimate of "somewhere in the neighborhood of \$100K" was just about half of what we ended up spending. But I guess since Erik knew it was going to take longer than planned, and I knew it was going to cost more, we never became overly disenchanted.

All this and yes, we're still together — and speaking to each other! Amazingly enough, our marriage actually survived the experience without too many permanent scars. Make no mistake, there was some bickering, arguing, yelling, name-calling, finger-pointing, pouting, and a few nights of sleeping on the couch — which was generally enough to convince me to let Erik have his way.

(So what does it cost to build a 49-foot sailboat with nearly all the bells and whistles? See the rough breakdown in the shaded box.)

A few items didn't come out exactly as planned — like our salon table and our master stateroom berth, both of which ended up a little smaller than we would have liked. Other things exceeded our expectations — such as the usefulness of our bow thruster, the modification we made to

continued on outside column of next sightings page

Unlike many who embark on such an immense undertaking, we actually saw it through to completion. That's the good news. To the few 'doubting Thomases' who questioned our sanity, we smugly stand before you with our amazing, gorgeous, well-built vessel to take us around the world. To the many people who helped us, encouraged us and believed in us, our thanks. It would not have been nearly so rewarding without you.

As for the 'other news', did we accomplish this feat in the



J/105 shows her colors.

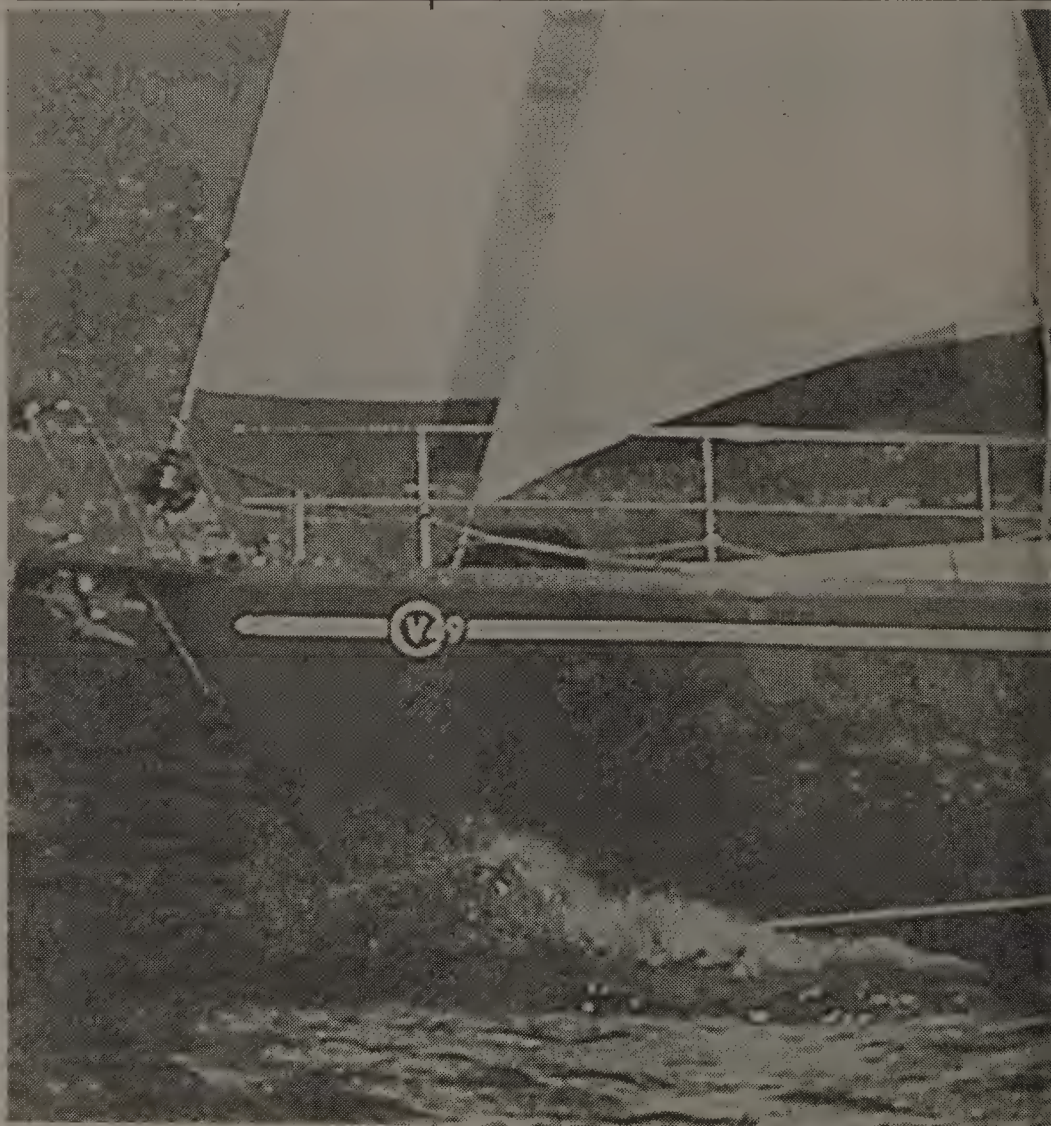
return of

Cal and Stanford have found yet another way to face off against one another — in J/105s off the St. Francis YC on Tuesday, November 16.

The St. Francis YC, the Cal and Stanford sailing teams, and the J/105 fleet are cooperating to host the Big Sail during Big Game Week in November. The

event will feature 6 J/105s match racing in heats in front of the Club on Tuesday of Big Game Week. The first heat will feature the two current Cal and Stanford sailing teams. The second will feature alumni, affectionately dubbed 'the Afterguard', from each school. The third heat will be reserved for over-50 'masters alumni' from each school.

Leading the charge for the Stanford alumni is Jaren Leet, who just happens to own a J/105 himself, *Irrational Again*. With Stanford football slipping into the shadows under Buddy Teevens, Jaren sees the Big Sail as another event in which



the big sail

Stanford can assert itself. "Actually, we're just bringing back the tradition of the Big Sail, which was run for years but tapered off in the early 1990s," says Leet. "The J/105 fleet has been very supportive — but more importantly, it's full of Cal and Stanford alumni." For those on the lookout, Jaren can be seen in his white sports car, which is completely adorned with Stanford plates and stickers.

The event will include an MC, so viewers along the breakwater and marina — and even as away far as Crissy Field — can hear play-by-play. Of course, interested alumni who are also St. Francis YC members can view the action while sipping refreshments in the main room of the club. Sources can neither confirm nor deny that the losing school will offer drinks on the house.

If you're interested in helping out or learning more about the event, check the Cal and Stanford sailing team websites. **Stanford:** <http://gostanford.collegesports.com/sports/c-sail/stan-c-sail-body.html>; **Cal:** <http://calsailing.org>.

— brian mullen

seayanika — cont'd

the stern, and the fact that almost all the systems we installed worked perfectly.

One of our final big projects was installing the pilothouse that was sitting unfinished at our house in Vista when we launched the boat on January 24. We had a bit of a dilemma trying to figure out how to get this large piece of the puzzle down to the boat at our slip in Dana Point because it weighed nearly 150 pounds — and wouldn't fit through the dock gate. With typical ingenuity, Erik attached fenders to the pilothouse, 'launched' it at the harbor's little beach, and floated it to our slip. This of course attracted a bit of attention: the Harbor Police jokingly wanted to know where our CF numbers were, and a passing kayaker thought there was a whole boat under the pilothouse that we were towing across the harbor — with our 6-horse dinghy motor!

Among my last projects are making cockpit cushions, setting up our medical kit and ditch bag, arranging visas and passport extensions, purchasing equipment, provisioning, getting ship's licenses, delegating banking and mail-handling tasks, and clearing up any legal matters involved with an extended voyage. You know, in my spare time.

It's been a great pleasure and rewarding experience to share our building project with *Latitude 38* readers. We hope that you have enjoyed reading about the construction trials and tribulations and had a few chuckles along the way. We look forward to forwarding periodic updates to *Latitude* of further adventures during our circumnavigation, and will be maintaining our website so you can continue to follow our progress if you want (www.seayanika.com). Hope to see you out there!

— katriana vader

Long time comin' — 'Seayanika' sailing off Southern California. She'll participate in the upcoming Baja Ha-Ha Cruisers' Rally.



SIGHTINGS

ocean planet back on the radar

Although it might seem like Bruce Schwab's *Ocean Planet* dropped off the radar screen after completing the last Around Alone race, the truth is that the Alameda-based solo ocean racer has been busier than ever preparing for his *real* goal: participation in the upcoming Vendee Globe Race. This is the nonstop, singlehanded round-the-world marathon that starts on November 7 from Les Sables d'Olonne, France — and ends there three or so months and 22,000 miles later. We're happy to note that, not only will *Ocean Planet* be there, but Bruce will be the only American in the 26-boat field.

After the Around Alone, it made more sense for Bruce to keep the

continued on outside column of next sightings page

short

DRAKES BAY — Be careful who you trust to care for your boat when you're gone. Point Richmond attorney Ryan Werner learned that lesson the hard way when he entrusted three or four friends with the care of his J/37 *Eos*, which he reportedly intended to race in the 2006 Pacific Cup. Over the Labor Day weekend, one or more of the friends sailed the boat to Drakes Bay and, according to witnesses, got in trouble close to the beach,

Bruce Schwab aboard 'Ocean Planet' as he ghosts into New Zealand at the finish of leg 3 of the 2002-'03 Around Alone Race. He's taking off in the Vendee Globe this November.



sightings

got a line wrapped in the prop — and eventually ended up on the beach. Although everyone from good Samaritans to the



Coast Guard to Vessel Assist attempted to pull *Eos* free, they were unsuccessful. The boat was eventually declared a total loss and Parker Diving Service was contracted to remove her remains from the beach.

SAN FRANCISCO — Fleet Week returns to San Francisco Bay October 8-11, with good news and bad news. The bad news is, yes, the rumors are true, the Blue Angels will *not* perform this year. The good news is, there *will* be an airshow by the Snowbirds, a nine-plane aerobatic team flying Canadair CT-114 jets. Weather permitting, the Snowbirds will perform at 3 p.m. on Saturday and Sunday. They will also fly a 'practice show' at 3 p.m. on Friday.

The parade of ships on Saturday, October 9, goes from noon to 1 p.m. As usual, the Coast Guard will enforce a strict corridor, so pay attention to them. Ships in this year's parade include the guided missile cruisers *USS Mobile Bay* and *USS Shiloh*, the frigate *USS Thatch*, the destroyer *USS Hopper*, the amphibious transport dock *USS Cleveland*, the coast guard cutter *USCGC Active*, and our very own liberty ship *Jeremiah O'Brien*.

Following the parade, some of the ships will be open to the public, but exactly which, where and when had not been announced at presstime. For more information, log onto www.fleetweek.us and/or check local papers in the days leading up to the event.

Fleet Week dates back to 1908 when the 16 gleaming battleships of Teddy Roosevelt's Great White Fleet steamed into the Bay as part of a worldwide cruise celebrating victory in the Spanish-American War.

TEXAS — After serving 18 months of a five-year sentence in a Mexican penitentiary on trumped-up charges, American cruiser Dawn Wilson was transferred to a prison in Sierra Blanca, Texas, on September 22. The transfer was part of a regular American-Mexican prisoner exchange program. In a meeting with a law-

continued middle of next sightings page

ocean planet — cont'd

boat on the East Coast — why go to all the time and expense of bringing *Ocean Planet* all the way back here if he was eventually going to have to get to France, anyway? So the boat spent last winter in a leaky shed in Portland, Maine, while Bruce and a dedicated core of volunteers labored to get *OP* ready for the upcoming marathon.

While most other entries in both *Around Alone* and the Vendee enjoy large sponsorship deals and professional 'pit crews' to prepare their boats, Bruce has elevated grassroots ocean racing to an art form. While his budget remains well in the red, he remains fiercely loyal to his many individual contributors and equipment suppliers. Those who support the project seem just as dedicated, either to supporting the tireless Schwab himself, or to being part of the dream of getting the first American boat to complete the Vendee — which is considered to be the Mt. Everest of solo sailing.

We caught up with Bruce by phone a few days before he and a crew of four were scheduled to sail the boat to France. Here's some of what we talked about.

This has been a long time coming for you. You must feel pretty excited that it's finally happening.

Oh yeah. This was the goal all along, although I'm glad I did *Around Alone*. It was good 'practice' and showed us the boat's strengths and weaknesses. What we've been doing since then is attending to a million little details to make it better. This boat was not intended to sprint from place to place, like you do in *Around Alone* (the last 2002-2003 race had five legs — Ed.). It was always intended for the long haul, the Vendee.

What are some of the improvements you've made to the boat?

One big one is the bow. During *Around Alone*, the housing for the bowsprit leaked a fair amount. So we redesigned just about everything up there and came up with what I think is a better system. Plus we took a bunch of weight out of the bow and added some reserve buoyancy with a bit of a flare up there. We call it the 'moustache'. I think it will work very well in heavy weather downwind.

We also built a new boom — in fact, it's just coming out of the oven today. As you remember, we broke two of them in *Around Alone*, so we went back to the drawing board and made some improvements. The new boom is 5 feet shorter than the original, so I'll be carrying a slightly smaller main. We've also lightened the boat overall by about 500 pounds.

Who are some of the people who have been helping you out back there?

I've been so lucky and grateful for all the support I've gotten from just about everyone here. One of my main guys right now is Will Rooks, who can build almost anything. He used to work for Eric Goertz (Goertz built several of Dennis Conner's *Stars & Stripes* boats — Ed.) and the Landing School of Boatbuilding. Among many projects, he worked with Ted Van Dusen on the design and building of the new boom. Then there's Mario Estes, who drove up here from Florida to work on the boat over the winter. He's my operations manager who's going to make sure that everything we need arrives in France on time. Another guy, John Eide, who's a local photography teacher, has also been working on the boat all winter long. The list goes on and on.

What is your current budget situation?

I'd like to have a bigger one! (laughs) Unfortunately, in its present state, I won't be competitive because I'll have to baby the boat to make it around the world. To do it the way I'd like, we'd need about \$350,000 more — that's not counting all the debt and money we've borrowed to get to this point. But this has been a goal of mine for a long, long time, and I'm not going to quit. We're entered, and I'm going to be there for the start.

Most of your supplier sponsors from *Around Alone* have stuck with you. Who are some of your newer suppliers and how did you find them?

Like everything else, through the kindness and efforts of people who believe in me or in getting an American challenge into the Vendee. And

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SIGHTINGS

ocean planet — cont'd

it always seems to happen at the 11th hour. A good example is our shipper. I was down to the wire on getting our shop and gear shipped to France and just couldn't find the money to do it. So Ernie Reuter and his wife Bette — two more people who have been making regular five-hour trips from Vermont to help out — said he knew a guy from Canada who ran a shipping company and he'd give him a call. Next thing I know, this 40-ft container arrives from MOT Intermodal, and they're donating all the expenses to ship our stuff to France. In addition to cramming everything we own in there, we even managed to build a little shop inside so we can do last minute work on the boat before the start.

We've also been lucky to have Future Fibers of New Zealand build luff ropes for us — *Ocean Planet's* stayless rig makes that item particularly important, as when I take headsails down, the 'headstay' comes down with them. Iridium is giving me a phone and donating 10,000 free minutes. Sharon Osborn arranged the donation of an apartment here, which is where I've been living. Again, the list goes on and on and I'm so grateful to all the people who have helped and believed in me and this goal.

You've lived and breathed this boat pretty much since its launch back in 2001. What do you do when you're not working on it?

One of the things I've become very interested in is youth sailing and

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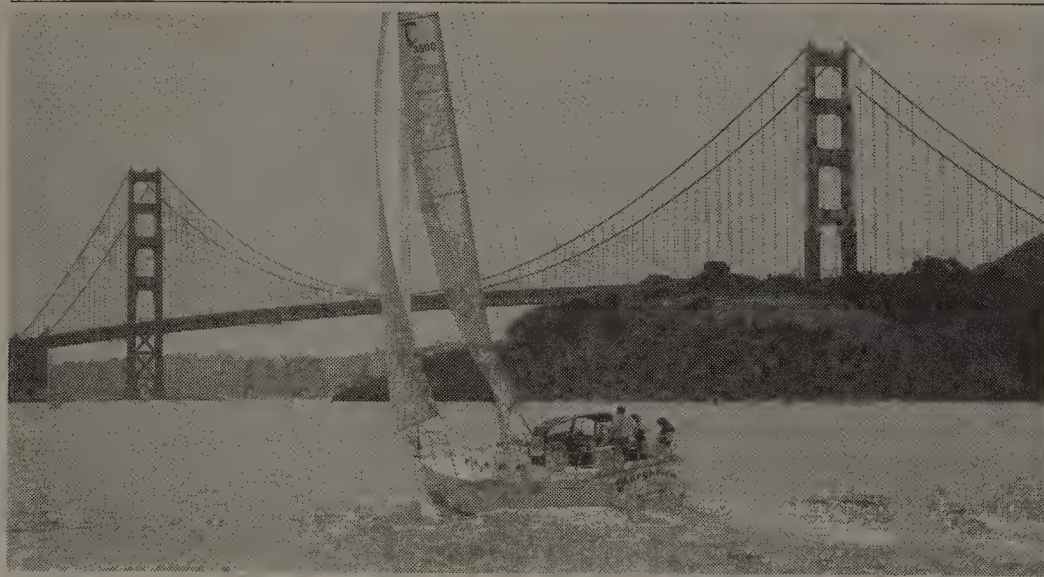
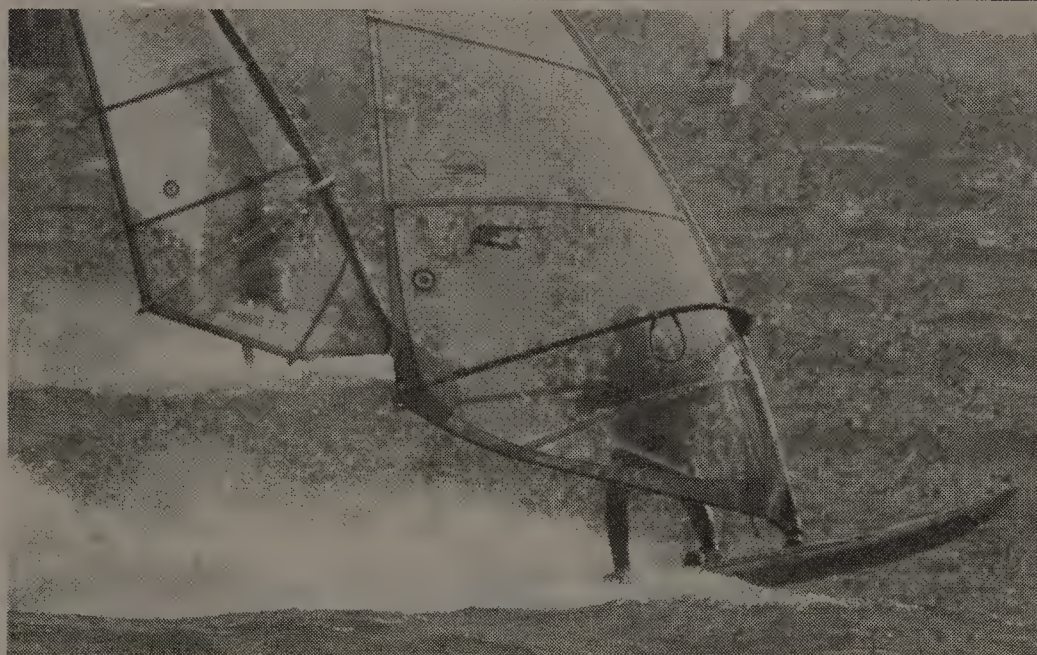
shorts

yer after her arrival, Dawn was told that, under U.S. law, she could be released within two weeks for 'time served', or be held for up to three more months. For more on what happened to Dawn — and apparently to many other Americans who have crossed the border to buy prescription medications more cheaply — log onto www.dawnwilson.com.

OUT THERE — Charley, Ivan, Jeanne: hurricanes have been in the news quite a bit lately. Tropical cyclones (weatherspeak for both storms and hurricanes) are named to help forecasters and the public keep track of particular storms when more than one is brewing.

Have you ever wondered how the custom got started?

The first use of a proper name to describe a tropical cyclone was reportedly by an Australian forecaster in the early 1900s. He named tropical storms after political figures he disliked, ostensibly so



— cont'd

he could publicly describe that politician (who perhaps was not too generous with weather bureau appropriations) as "causing great distress" or "wandering aimlessly about the Pacific."

Tropical storms first acquired feminine designations during World War II, when US Army Air Corp and Navy meteorologists named them after wives or girlfriends. From 1950 to 1952, tropical cyclones of the North Atlantic were identified by the phonetic alphabet (Able, Baker, Charlie, etc.). In 1953, the US Weather Bureau officially adopted the practice of using women's names in alphabetical order. In 1979, after protests of 'discrimination' from womens' groups, the WMO and the US National Weather Service (NWS) switched to the present practice of alternating mens' and women's names.

(From the Atlantic Oceanography and Meteorology Laboratory website, www.aoml.noaa.gov/hrd/tcfaq/B1.html.)

ocean planet — cont'd

programs that offer interactive programs with school kids. I just love getting with kids and opening this new world to them. We've done a Youth Adventure Cruise locally and I've visited several schools. We'll be doing our own interactive program during the Vendee in partnership with Bigelow Laboratory for Ocean Sciences in West Boothbay, Maine.

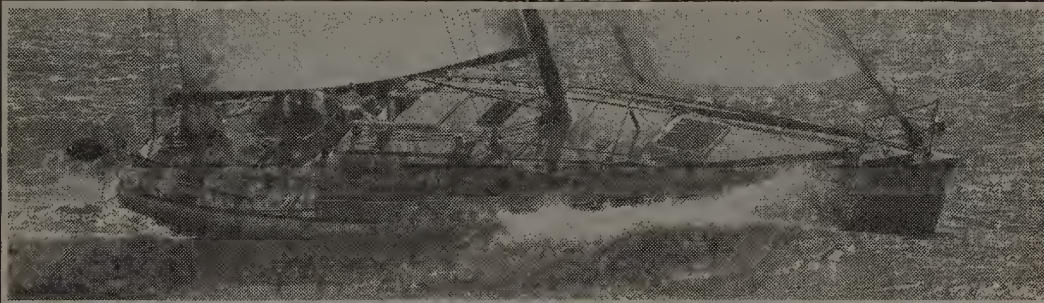
Will you be going for any records on the way to France?

No, no! The boat needs to get there in one piece so we're totally going to baby it. In fact, you just caught me because I came home early to look at the weather. I'm happy to see that this big, hideous low that was out there right in our path yesterday seems to have gone away. Hopefully the remains of Hurricane Karl will also be gone before too long . . .

Good luck, Bruce. We'll be following the Vendee with a lot more interest than in the past.

Thanks. We'll set up a time and maybe have a chat sometime during the race. Say 'hi' to everyone out there for me.

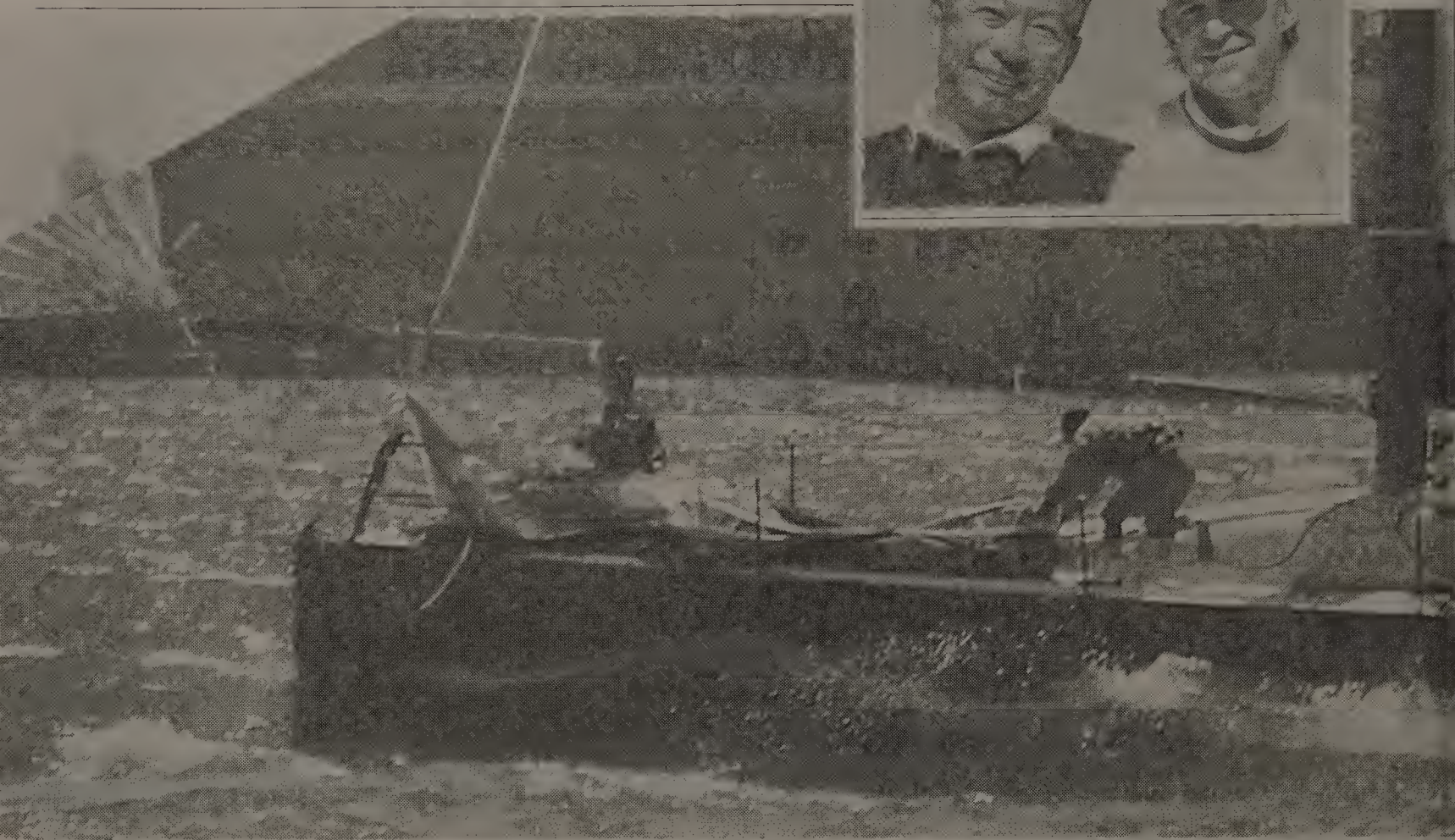
Although we could not accommodate Bruce's request to note all his sponsors in the space we have, he encourages interested readers to find them — as well as more information on him, *Ocean Planet*, the Vendee Globe, and how to make donations — on the web at www.oceanplanet.org.



The third anniversary of 9/11/01 fell on a Saturday this year, and while the memory of that day weighed heavily on the national consciousness, the folks on these pages chose to celebrate life for at least part of their day by sailing the Bay.



40th BIG BOAT SERIES



St. Francis YC's Perpetual Trophy Series — known around the world as the Big Boat Series — celebrated a significant birthday, its 40th, in fine style on September 16-19. An even 100 boats and about 1,000 sailors helped the beloved Series make the transition into middle age. Presenting sponsor Rolex provided party favors — expensive Submariner watches for winners of the six toughest classes — and the Bay dished out the entertainment, including a classic 25-30-knot race on Friday afternoon. Boats were wiping out all over the place, and a few almost ricocheted into the Men's Grill — epic stuff!

Other than the usual blown-up sails and predictable J/105 crash, there wasn't really much carnage or controversy. The TransPac 52s put on a fabu-

lous show, and even the debut of a new handicap system, the British IRC rule, went surprisingly smoothly, much to the relief of the race committee and the 23 pioneers/guinea pigs who bought certificates and competed under its auspices.

"I think switching to IRC was a big success," claimed regatta developer Norman Davant. "A year ago at this time, after the Americap mess, I was afraid for my life. This year, I've received zero complaints."

Befitting a milestone regatta, the weather was Chamber of Commerce perfect for the 7-race, no-throwout Series. The mood was upbeat and festive, and few people felt the urge to file protests, or even indulge in the peripheral sport of tanker-dodging. "It was all good this year," claimed StFYC race manager John Craig, weary after a long summer. Judg-

ing from the sailors' smiles on the docks, and all the positive comments we heard, the Series was indeed one of the best ever.

Particularly thrilled at the conclusion of the 'birthday party' were the recipients of the six

engraved Rolexes — Makoto Uematsu (*Esmeralda*), Nicholas Lykiardopulo (*Aera*), John Siegel (*Scorpio*), Jim Richardson (*Barking Mad*), Steve Madeira (*Mr. Magoo*), and Chris Perkins (*Good Timin'*). The non-Rolex winners —

The green Farr-designed TP-52 'Esmeralda' struts her stuff down the Cityfront. Inset, owner Makato Uematsu and tactician Ken Read.

Tom Sanborn (*City Lights*), Mark Howe (*White Fang*), and Kame Richards and Bill Bridge (*Golden Moon*) — were plenty happy, too.

Here's a quick rundown on the action in each of the nine classes:

TP-52 — *Esmeralda*

The TransPac 52s stole the show this year, and everyone not sailing in this class wished they were. Topping the 8-boat gathering — and getting our vote for unofficial Boat of the Regatta — was Tokyo construction company owner Makato Uematsu's all-conquering Farr-designed *Esmeralda*. With Category 1 sailor Bill Lynn, a Marblehead-based ad executive, driving and Ken Read on the tactics, *Esmeralda* punished her playmates with a 1,2,1,1,1,1,1 record. The rest of the 14-man crew included local knowledge expert Hart Jordan, Warrick Fleury, Robbie Naismith, Bob Wylie, and five Japanese guys. *Esmeralda* probably would have won the second race, too — which they lost to runner-up *Beau Geste* — had they not been over the starting line early.

Esmeralda won the TP-52 season championship in the process, a best two-of-three series consisting of the Bermuda

"A year ago at this time, I was afraid for my life. This year, I've received zero complaints."

— AGED TO PERFECTION



LATITUDE/ANDY

Race, Chicago-Mac (which they won overall), and the BBS. Earlier this year, they also won the East Coast TP-52 Championship in Newport, RI, and their emphatic win at the BBS came as no big surprise. "We're an all-around boat — we seem to have a tick of speed upwind, and we're at least even downwind," reported Read.



"It's just the sum of so many little things. Our core crew has been together since the mid-'90s, sailing on three *Esmeraldas*. Our teamwork and communication is great, we're really well prepared, and I think we also might have an edge in tuning and manipulating our rig."

Karl Kwok's Hong Kong-based *Beau Geste*, an earlier Farr design built with an eye toward the TransPac, was a solid second. The boat, sailed by BMW Oracle helmsman Gavin Brady and a talented hybrid Kiwi/Chinese crew, sprouted a new fin and small wings on her bulb keel

for the Series. Third in the BBS and second in the class championship went to Roger Sturgeon's R/P-designed *Rosebud*,

this year's runaway Bermuda Race winner and last year's BBS class winner (when five TP-52s and four other boats

Man on a mission — Nick Lykiaropulo, left, is on a quest to win all the world's great yacht races. His wickedly fast Kerr 55 'Aera', below, remains undefeated in IRC racing.



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sailed under Americap). All three boats on the podium are quite different, each approaching the TP-52's IMS 'box rule'



Tin men — John Siegel, left, and tactician Bren Meyer won IRC-B with 'Scorpio'.

from a different angle.

"That's the beauty of it," said TP-52 class executive director Tom Pollack. "We race levelly, but you can design and tweak your boat in any direction you want. It's a travelling class with many different championship venues, so there's no one perfect TP-52 for all conditions."

Esmeralda's owner/driven sisterships *Sjambok* and *Brightstar*, which came out of the same mold at Goetz Marine, finished fourth and fifth, respectively. The N/M-designed *Yassou*, recently upgraded with new foils and sails, was sixth, with Pac Cup class winner *Braveheart* and the early generation *Flash* (ex-*J/Bird*) bringing up the rear. (Adding injury to insult, *Flash* co-charterer Tom Thayer had the misfortune of falling through the front hatch while folding sails, breaking his hip.) *Trader*, designed by former Bay Area sailor Jim Donovan, was meant to debut in the Series, but wasn't quite ready to race and never left Detroit.

The TP-52 class is currently exploding worldwide, with seven boats now under construction for European own-

ers and, according to Pollack, three or four more prospective owners are in the wings. "They sell themselves because they're so much fun to sail," claimed Read. "During the BBS, we planed at 23 knots for 4 or 5 minutes in a row, all with fingertip control. They're awesome boats, and will hopefully soon be the standard mid-range *grand prix* boat around the world."

IRC-A — *Aera*

Nicholas Lykiardopulo's powerful Kerr 55 *Aera* spanked this 7-boat class, posting a stellar 1.1.1.1.2.1.1 record. Only Bob Barton's Andrews 56 *Cipango*, with designer Alan Andrews calling tactics, interrupted *Aera's* stranglehold on the bullets — a 22-second victory achieved only because, by Andrews' admission, *Aera* went the wrong way (to the Cityfront instead of the Cone shortly before max flood) on one beat.

Lykiardopulo, a Greek based in London and Cowes, has campaigned his 2003 Jason Kerr-designed, purpose-built IRC boat for 18 months now at some of the world's premiere venues. After winning England's 2003 IRC Nationals and 2003 Cowes Week, as well as coming in second in the Admiral's Cup sailing for Spain, *Aera* has competed successfully at Key West, the Caribbean circuit, the Bermuda Race, and is presently weaving her way toward Australia for December's Sydney-Hobart Race. Her 16-man professional crew included driver Jez Fanstone and tactician Eddie Warden-Owen.

Aera — bigger, better sailed, and completely optimized for IRC — crushed all comers, as expected, by margins of 1-2 minutes in most of the races. The run-

Zodiak killer — 'Scorpio' blew the doors off the 16-boat IRC-B class. The slippery 1991 Wylie design seems to fare well under any rule.



ner-up, Robert Youngjohns' brand new Mills-designed DK-46 *Zephyra*, was also a purpose-built IRC boat. Youngjohns, a Brit who works here for Sun Micro-systems (and who also campaigned the J/46 *Jicana* in last year's Series), was joined by an all-star crew featuring Ireland-based designer Mark Mills (formerly of the Bay Area), builder Hannes Waimer of Malaysia, and Quantum Sails president Larry Leonard. *Zephyra* was the lowest rated boat in this class, a tough position to be in coming off the starting line.

The Davidson 54 *Pen-dragon*, John McClaurin's precursor to the TP-52 class, was well-sailed, but no match — especially upwind — for the two IRC boats. "It was clear from the first beat that the regatta was between



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Dark horse — 'City Lights' was the surprise winner of the SC 52 class, though the victory is currently being protested by 'Winnetou'.

Aera and Zephyra," claimed Andrews. Grand Illusion, Cipango, Swiftsure II, and J-Lo (J/Bird-Locomotion) rounded out the class in that order.

"Not surprisingly, IRC favors IRC boats — particularly on closed courses with 'lanes', like on the Bay," noted Andrews. "IRC hammers light boats like Locomotion, and encourages lots of stability and draft. The resulting boats are significantly heavier than would otherwise be in play — Aera's gigantic bulb keel alone weighs almost as much as a TP-52, and she draws something like 12 feet. No wonder they were untouchable upwind!"

The RORC-administered IRC rule, which provides a single number rating based on a supposedly secret formula, nevertheless proved popular with the sailors. "At least we knew how we were

doing at all times, as opposed to Americap," was a comment we heard frequently.

Andrews, for one, still has some reservations about the new rule. "IRC isn't necessarily the best alternative," he cautioned. "When the honeymoon is over, there will be a lot of complaining as people realize they need a new boat to be competitive. People think you can't design a boat to the IRC rule because it's a 'secret' formula, but that's simply not true — by process of elimination, designers can quickly figure out what the rule likes and doesn't like. It encourages stiff, extra-deep boats, non-overlapping headsails and mast-head kites, wide boats that are narrow



'CL' owner Tom Sanborn, left, and Nick Mason. "We just came to go sailing and have some fun."

on the waterline, interior credits, and so on. Some boats — *Scorpio*, for instance — happen to fit the IRC profile, but a lot of existing boats won't."

IRC-B — *Scorpio*

John Siegel's 12-year-old aluminum Wylie 42 *Scorpio* capped off a great year with a convincing victory in this large and diverse 16-boat class. Most of the boats were in the same size and speed range, so it was decided not to break the IRC boats into three groups. "Although we won our division last year, the vagaries of Americap overshadowed our victory," said Siegel, a retired software executive from San Francisco. "Winning this year was more satisfying. IRC proved to be understandable and predictable."

Siegel attributed the win to four factors: First, ideal conditions for *Scorpio*, which requires a stiff breeze to excel. ("Had the BBS taken place a week later, the results likely would have been different," he said.) Second, a great crew: tactician Bren Meyer, GW Grigg, Sean McBurney, Larry Peterson, Nancy Blum, John Buchanan, Rick Linkemyer, Marcy Fleming, Toby Cooper, and Malcolm Brown. Third, confidence and momentum coming off earlier victories in the Año Nuevo Race, Spinnaker Cup, and Waikiki Offshore Championship. Fourth,

no breakage. ("GW did a great job of preparing and maintaining the boat.")

Scorpio finished the Series with a 4,1,1, 1,2,2,2 record, with most of the races won or lost by under a minute on corrected time. A pair of well-sailed Monterey Bay-

based Sydney 38s, *Bustin' Loose* and *Animal*, finished second and third respectively. There were also several other races-within-the-race in this class —

"Winning this year was more satisfying. IRC proved to be understandable and predictable."

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Grand Prix Sailing Academy's four 1D-35s went at it (topped by Mario Yovkov in *Great Sensation*), as did three Beneteau 36.7s (*Richochet* smoked the other two) and a pair of 40-footers (*Mureadritta's XL* over *Recidivist*).

SC 52 — *City Lights*

Tom Sanborn and his *City Lights* crew pulled off a big upset in this class, upending Martin Brauns' seemingly invincible *Winnetou*. "We had a blast!" enthused Sanborn, an East Bay property development company owner. "My thanks to Norman (Davant) and all the SC 52 owners for encouraging us to enter our first BBS. *City Lights* is more of a cruiser, and isn't really set up as a competitive boat — no coffee grinder, a short aluminum rig, and a shoal keel that looks like a bludgeon. Basically, we just came to go sailing and have some fun. It came as a real surprise to see what the right combination of tactics by Nick Mason, Doyle

"Of course, the Dark and Stormies may have helped, too!"

sails, and great crew work can do against the best of the SC 52 fleet. Of course, the Dark and Stormies may have helped, too!"

In addition to Sanborn and Mason, the *City Lights* crew consisted of Bill Colombo, Dominic Marchal, Campbell Rivers, Chad Freitas, Dave and Eric Lewis, Dave Parker, Tim Hawkins, Steve Carroll, Alan Prussia, Brian Schyberg, Bob Jehle, Dave Faulkner, Samantha Treadwell, and Lyn Olinger. "That's a lot of talent!" claimed Sanborn. "As Campbell, our



'Good Timin' co-owners Dave Wilson, left, and Chris Perkins. In the middle is Johnny Perkins, checking out his dad's shiny new Rolex.

thy!"

City Lights finished the regatta, which was handicapped using the Americap rule, with a 2,1,1,-1,2,1,2 record to nip *Winnetou* by a point. *Elyxir* and *Natazak* had a private down-to-the wire battle for third, with the

former taking the bronze, while *Equity Kicker* maintained a firm grip on fifth. *City Lights*' victory stunned Brauns and his pros on *Winnetou* — Scott Easom, Stan Honey, Pete McCormick, Robin Jeffers, and others. Sailing higher and faster around the course, *Winnetou* — which has dominated the last two Series, as well as the Pac Cup this summer — routinely finished six or eight

The winning form of 'Barking Mad', currently the best Farr 40 program in the world. The Rolex bow stickers were left over from the Worlds.



main trimmer, said, 'Dude, we don't totally suck!' Now, if we could only convince Rolex our class is still bling-wor-

minutes ahead of *City Lights*, only to lose on corrected time. The problem, it turned out, was in the race committee's admin-



istration of the Americap rule.

Stan Honey explains, "As we discovered at last year's fiasco, Americap's Performance Line (A&B factor) scoring misinterprets current-induced fast or slow races as being light or heavy wind, and

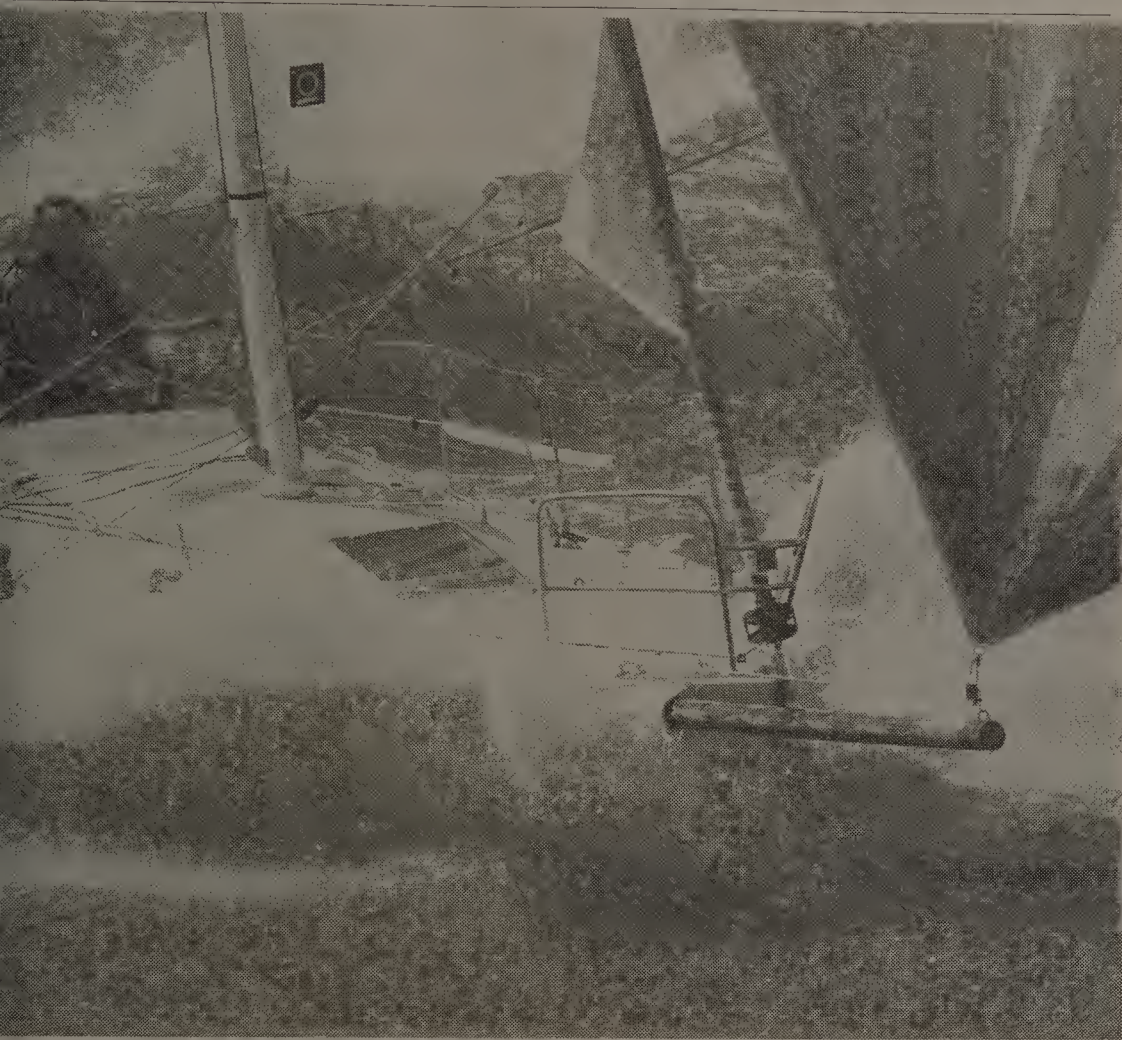


'Mad' men Jim Richardson, left, and Terry Hutchinson dominated the Farr 40 fleet again.

then applies too much or too little time allowance. US Sailing fixed that problem by adding to each Americap certificate a single number, tidal flow time-on-time rating for use at the BBS and other tidal venues. They sent St. Francis a table of these ratings for our class to use at the BBS, instructing them on how to use it. However, for whatever reason, the club chose to ignore the tidal flow ratings and use the Performance Line scoring system that was proven not to work last year — with the predictable problems in the

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Hold on! The aptly-named J/105 'Nantucket Sleighride' during Friday's nuclear second race, labelled by some as the best sailing of the year.

results. Rescoring the Series the way it was intended to be scored. *Winnetou* would have won with 9 points to *City Lights*' 12."

Based on this information, Brauns filed a protest two days after the Series ended. The jury will hear the case on Monday, September 27 (after our deadline), so the story is still evolving. Though it seems unlikely that StFYC will actually rescore the Series and declare *Winnetou* the winner, Brauns and Honey have raised a valid point — not to detract from *City Lights*' fine performance, but something was pretty screwed up in the SC 52 class this year.

Farr 40s — Barking Mad

Just nine boats sailed in this class, a disappointing but understandable turnout after the intensity of the prior week's Worlds. To no one's surprise, Jim Richardson's *Barking Mad* — which crushed the 31-boat fleet at the Worlds — continued her winning ways, posting an enviable 1,3,1,1,1,4,1 record to top runner-up *Slingshot* by 9 points. Richardson, a Boston attorney, sailed this relatively casual 'victory lap' with the same crew that won the Worlds: tacti-

cian Terry Hutchinson, Morgan Trubovich, Dave Scott, Skip Baxter, Tony Rankin, Kim Lidgard, Steve Inman, Linda Lindquist-Bishop, and Mill Valley's Krissy Loewenthal, the only local aboard.

"It was a great way to finish a great season!" said Krissy. "We entered the BBS exhausted and bruised from the Worlds, which ended just three days earlier. But once we began sailing, the adrenaline kicked in again — especially

"Ah, Magoo, you've done it again!" — Even the top J/120 'Mr. Magoo' wasn't immune to broaching during the Series.



'Magoo' owner Steve Madeira, left, and tactician Peter Cameron on the podium.

on Friday afternoon when we nearly popped a wheelie! The entire fleet was submerging in the waves — quite a sight, but one you don't want to see very long!"

Slingshot and *Warpath* each stole a bullet from *Barking Mad*, but the final outcome was a foregone conclusion. Richardson, who earned his fourth Rolex watch, is giving the entire crew Rolexes to celebrate their outstanding season. "We've been focused on the Worlds for almost a year," said Krissy. "It was a thrill to win the last two regattas, but it's also kind of bittersweet — we're all happy, sad, tired, and relieved it's over."

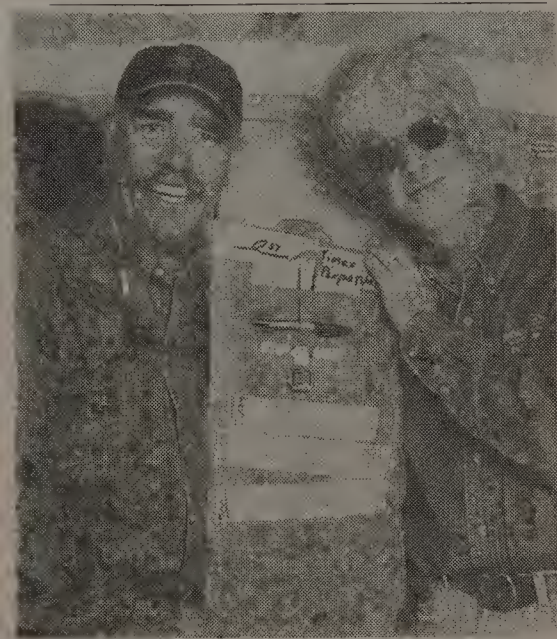
And speaking of things that are over, we can't help but wonder where the Farr 40 class — especially the California contingent — goes from here. John Kilroy, who won the 2004 West Coast season championship going away, just exited the fleet, selling his newer *Samba Pa Ti* to Philippe Kahn and putting the older *Samba* on the market. Other owners will surely follow suit, and there will be the inevitable letdown that occurs after a world championship. With used Farr 40s selling for peanuts now, maybe the so-called Silver Fleet — i.e., kinder, gentler one design racing — will finally take off?



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Geraldo Riviera and Andy Warhol with the new Express 37 *Timex Perpetual*. Actually, it's Kame Richards and Bill Bridge of 'Golden Moon'.

J/120 — Mr. Magoo

"Finally!" sighed Steve Madeira, who won his first BBS in five tries with his familiar green *Mr. Magoo*. "We've been right there a bunch of times, but always fell short for different bizarre reasons. We had to win sooner or later!"

Madeira, a software company owner from Menlo Park, built up a big lead in the first two days, winning 3 of the first 4 races. After a 6,3 day on Saturday, *Magoo* was able to coast during Sunday's Bay Tour — to be knocked out of first, Mark Varne's *Valkyrie* (ex-*Convergence*) had to finish first and *Magoo* an improbable last. Though *Magoo* had its share of troubles, including blowing out their .75-ounce kite again, and finished seventh, their victory was already assured. *Valkyrie*, unfortunately, fell to eighth (aided by a blown jib tack), which handed the podium positions to *Chance* and *El Ocaso*.

"It's close racing," said Madeira, who has owned *Magoo* since '98, longer than any of the other owners. "Four different boats have won the BBS in the four years we've had a one design start, and the gap between the front of the fleet and the back continues to close. We finished three of the seven BBS races overlapped, and someone was always nipping at our heels."

With the Series win, *Magoo* also wrapped up her third J/120 season title in the last four years. Peter Cameron was *Magoo*'s tactician, and the crew consisted of Mike Bacon, Jack Roosevelt, Tom

Glockner, Tom Allard, Ken Thompson, Jeff Lawson, Paul Sidorenko, and Greg Meagher. Barry Lewis' *Chance*, which started sluggishly but finished strong, was the runner-up in both the BBS and the season. Another indication of how tight this class has become is the point spread between second and sixth places — just four points!

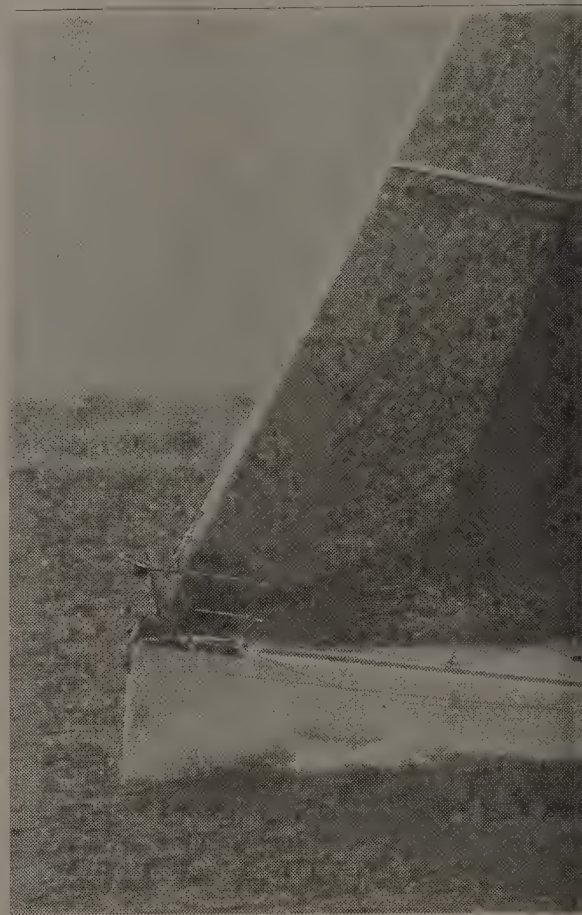
The J/120 class continues to prosper on the Bay, with a tenth boat joining the fleet this winter and the possibility of more to come. Part of their success comes from tailoring the class rules to the higher winds of the Bay Area — only #3 jibs are allowed in the Bay, and when the wind reaches 20 knots, they downshift to little kites as a class (green flags appear on their backstays to acknowledge the switch). Next year, when the J/120 NAs will be on the Bay, the class will need to revisit this thinking, but for now the system is working fine.

"It's a really friendly bunch of guys, and the best group of owners I've ever been associated with," claimed Madeira. "Everyone likes and respects each other, we go out to eat together, and we settle little problems before they become big ones."

J/105 — Good Timin'

Chris Perkins, on a sabbatical from the financial world, has been on fire all year, adding the BBS crown and an unprecedented fifth straight J/105 season title to his sagging trophy shelves. Since switching to North sails this year, the

On the Expressway — Eventual winner 'Golden Moon' chases 'Elan'. This was the Express 37's 14th appearance at the BBS!



Good Timin' crew — co-owners Chris and Phil Perkins and Dave Wilson, younger brother Jon Perkins, John Collins, Aimee LeRoy and, for the BBS, guest appearances by Jennifer Dunbar and Cam Geer — have been running unopposed at the head of this large and competitive fleet. They won the Spring One Design, J/Fest, PCCs, and the Simpson before capping the season off with a decisive BBS victory.

However, due to breaking their mast in the Aldo Alessio regatta, *Good Timin'* didn't have the luxury of any more throwouts going into the BBS, entering the regatta essentially tied for the sea-





Soap opera — 'White Dove' won all the Beneteau 40.7 races, but still lost the Series. "We were blindsided," claimed owner Mike Garl.

son with Tim Russell's *Aquavit*. "We were also unsure about the new mast, and if our rig tune and mainsail luff curve matched," said Chris. "We didn't want to push the new mast at first, just stay in the hunt and figure out its characteristics."

"The second race on Friday, the windy one, was the turning point for us. We were leading up the first beat when our jib halyard broke, and I thought the regatta was over. But the crew really came through, and we quickly rehoisted on the spinnaker halyard. At each mark, we'd lose a few boats as we went baldheaded with our one halyard — but then we'd come roaring back and gain a few back on each leg. We ended up third somehow, a real tribute to our team. After that, we put the hammer down, and finished the Series with a 1,2,1."

Good Timin' steamrolled the 31-boat fleet, topping runner-up *Aquavit* by 13 points. Tom Coates' *Charade* took the bronze, followed by *Zuni Bear* and the Santa Barbara-based *Short Skirt*. Perkins and company hoarded three of the bullets, with four other boats each scoring one — *Zuni Bear*, *Short Skirt*, *Wind Dance* and *Irrational Again*. Another perennial frontrunner, *Nantucket Sleighride*, was knocked out of contention after dropping out of the second race, part of a three-boat pile-up at the weather mark which

also holed *Advantage 3*, ending her Series.

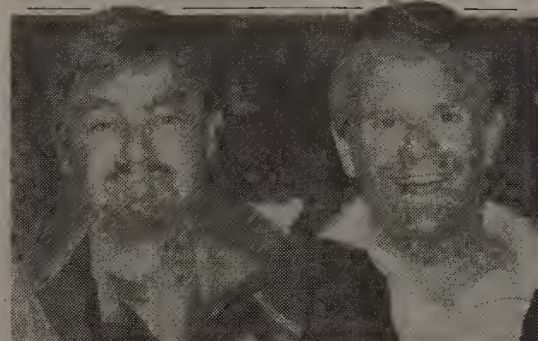
"I wasn't focused on the season or the BBS, as we've won them both before," claimed Chris. "I was focused only on the watch! I've been jealous of the Rolex that Dave wears from the 2002 BBS, which they won when I was in New Zealand. This year, it was my turn. Next year, hopefully, we can round it out with a Rolex for Phil."

Express 37 — Golden Moon

Golden Moon, owned by sailmaker Kame Richards and Oracle programmer Bill Bridge, topped this solid 9-boat class by four points over Mick Schlens' well-travelled *Blade Runner*. This was the Express 37's 14th appearance at the BBS and, once again, the regatta doubled as their Nationals.

"The skill level on all the boats is high, and the boat-speeds are quite uniform, making for tight

mark roundings," said Richards. "Going into the regatta, we figured it would be between us, the 2004 season champion *Expeditious*, and *Eclipse* and *Blade Runner*, which have each won the BBS four times. We made some good calls on the



'White Fang' skipper Mark Howe, left, and tactician Rick Schuldt won the Beneteau 40.7 class.

first beats and went 2,1,1,2 on the first two days, and then just sailed clean after that."

In addition to her two owners, *Golden Moon*'s core crew was Pineapple production manager Don Teakel, Laura Watt, Vikki Hunt, and Sutter Schumacher. Jim Antrim called tactics on Thursday, getting their Series off to a fine start, and then turned the job over to Liz Baylis for the next three days. The rest of the coed crew was made up of various combinations of Scott Owens, Buzz Blackett, Rowan Fennell, Greg Gorsiski, Doug Scheibach, Jeannette Daroosh, Courtney Pelletier, and Andrew Hura.

"Using the model of past Express 37 winner Glenn Isaacson, we were the first boat out of the raft-up every day," explained Richards. "We practiced on the way to the starting line, jibing the spinnaker maybe 20 or 30 times to get everyone warmed up."

Though Richards and Bridge failed to score a Rolex for their class win, they did receive a special award — the Timex Perpetual, which was painstakingly assembled by Mark Dowdy and the *Eclipse* gang and presented with great fanfare at the conclusion of Sunday's race. The whimsical trophy, a broken Timex strapped to a battered piece of wood, even came with 'duct tape plaques' and

a magic marker, so future winners' names can readily be added. No doubt, this will be a sought after trophy in the

Express 37 class for years to come.

Beneteau 40.7 — White Fang

A rule this class passed earlier in the year banning marine industry workers turned out to have a profound effect on

"It was a thrill to win, but it's also kind of bittersweet. We're all happy, sad, tired and relieved it's over."

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the BBS results. Mike Garl's well-sailed *White Dove*, back in the Beach Ball fold after straying off to (and clobbering) the little boat division of Americap last year, won the first two races of the Series. However, it came to light that Kevin Currier, who makes a living as an independent rigger but not as a paid sailor, was

aboard *White Dove* as a jib trimmer. Though most of the owners in this small and stumbling class were willing to overlook this *faux pas*, Tim Merrill of *Tout Suite* wasn't about to — he and Garl are

still less than chummy after a serious collision in the BBS two years ago. Merrill angrily lodged a protest, the letter of the law was upheld, and *White Dove* was subsequently DSQ'd in both races.

2004 BIG BOAT

<u>Yacht</u>	<u>Owner/Driver/Tactician</u>	<u>Design</u>	<u>Yacht Club</u>	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>	<u>7</u>	<u>Total</u>
IRC CLASS - A											
1. <i>Aera</i>	N. Lykiadopoulos/J. Fanstone	Kerr 55	Royal YS (UK)	1	1	1	1	2	1	1	8
2. <i>Zephyra</i>	Robert Youngjohns/Dave Lens	DK 46	St. Francis	2	2	2	3	3	2	3	17
3. <i>Pendragon 4</i>	J. MacLaurin/K. Worthington	Davidson 52	St. Francis	3	4	3	4	5	6	2	27
4. <i>Grand Illusion</i>	Ed McDowell/Patrick O'Brien	SC 70	King Harbor	6	3	4	2	6	4	4	29
5. <i>Cipango</i>	Bob & Rob Barton/Alan Andrews	Andrews 56	Golden Gate	4	5	5	8	1	3	5	31
6. <i>Swiftsure II</i>	S. Kleinman/S. Taft/D. Kelso	Schumacher 54	St. Francis	5	6	6	5	4	5	6	37
7. <i>J-Lo</i>	David James & Bill Turpin	Andrews 45	StFYC/BCYC	7	7	7	6	7	7	7	48
IRC CLASS - B											
1. <i>Scorpio</i>	John Siegel/Bren Meyer	Wylie 42	St. Francis	4	1	1	1	2	2	2	13
2. <i>Bustin Loose</i>	Jeff Pulford/Bill Erkelens	Sydney 38	St. Francis	3	3	2	4	1	3	3	19
3. <i>Animal</i>	Craig French/Matt Lezin	Sydney 38	Santa Cruz	1	4	4	2	4	1	4	20
4. <i>Just In Time</i>	Norman Olson/Frank McNear	Beneteau 42.6	St. Francis	2	2	3	8	3	4	1	23
5. <i>Mureadritta's XL</i>	Antony & Nick Barran	ILC 40	Royal Ocean	7	6	5	5	5	13	6	47
6. <i>Ricochet</i>	Andy Costello/Jon Stewart	Beneteau 36.7	Corinthian	5	5	8	17	6	5	5	51
7. <i>Recidivist</i>	Colin Case/Carlos Baddell	Schumacher 40	New York	6	7	7	7	10	6	9	52
8. <i>Acabar</i>	J.Y. Lendormy & J.B. Duler	Jeanneau 45	St. Francis	8	8	6	6	7	14	8	57
9. <i>Great Sensation</i>	GPSA/Mario Yovkov	1D-35	Golden Gate	9	9	9	17	15	8	7	74
10. <i>Sensation</i>	GPSA/Rodney Hagerbols	1D-35	Golden Gate	10	10	12	8	17	9	11	77
11. <i>Oni</i>	Peter Kruöger	Beneteau 36.7	St. Francis	12	14	14	9	8	10	13	80
12. <i>Josie</i>	Don Sellers	Dehler 39	South Beach	14	13	11	10	14	7	14	83
13. <i>Sweet Sensation</i>	GPSA/Gary Fanger	1D-35	Golden Gate	16	11	10	17	9	12	12	87
14. <i>Sensational</i>	Cal Maritime/Piet Van Os	1D-35	Golden Gate	13	15	13	17	13	11	10	92
15. <i>Absolute 02</i>	Mark Langer/Michael Stimpson	Sydney 38	Santa Cruz	11	12	15	17	11	15	15	96
16. <i>El Jefe</i>	Richard Green	Beneteau 36.7	Berkeley	15	16	16	17	16	16	16	112
J/105											
1. <i>Good Timin'</i>	Chris & Phil Perkins & Dave Wilson	J/105	St. Francis	4	1	2	3	1	2	1	14
2. <i>Aquavit</i>	Tim Russell	J/105	San Francisco	2	2	3	2	9	3	6	27
3. <i>Charade</i>	Tom Coates	J/105	St. Francis	3	3	5	4	5	4	14	38
4. <i>Zuni Bear</i>	Rich Bergmann & Shawn Bennett	J/105	St. Francis	5	4	7	1	11	6	10	44
5. <i>Short Skirt</i>	Peter Luffin	J/105	Santa Barbara	1	10	10	12	3	10	8	54
6. <i>Wind Dance</i>	Jeff Littfin & Steve Pugh	J/105	St. Francis	7	6	1	7	4	16	13	54
7. <i>Irrational Again</i>	Jaren Leet	J/105	St. Francis	6	9	15	6	20	1	16	73
8. <i>Nantucket Steighride</i>	Peter Wagner	J/105	St. Francis	9	32	11	9	12	5	2	80
9. <i>Cuchulainn</i>	James Mullen	J/105	St. Francis	16	17	8	5	21	12	3	82
10. <i>Orion</i>	Gary Kneeland	J/105	Sausalito	15	5	16	8	6	7	26	83
11. <i>Natural Blonde</i>	R. Cooper/D. Deisinger/L. Thom	J/105	St. Francis	13	13	4	10	15	15	18	88
12. <i>Tiburon</i>	Steve Stroub	J/105	San Francisco	12	11	9	32	18	8	5	95
13. <i>Arbitrage</i>	Bruce Stone	J/105	St. Francis	10	15	13	20	14	9	19	100
14. <i>Whisper</i>	Eden Kim	J/105	St. Francis	19	7	27	18	2	19	12	104
15. <i>Wonder</i>	Tom Kennelly & Paul Dines	J/105	St. Francis	21	20	6	11	13	14	21	106
16. <i>Jabberwocky</i>	Brent Vaughan	J/105	St. Francis	8	12	12	32	24	13	11	12
17. <i>Walloping Swede</i>	Tom Kassberg & Peter Lane	J/105	South Beach	23	16	25	13	16	17	7	117
18. <i>Alchemy</i>	Walter Stanford & Tom Struttman	J/105	StFYC/SFYC	17	8	29	14	19	21	20	128
19. <i>Streaker</i>	Ron Anderson	J/105	Sausalito	32	32	18	16	10	11	9	128
20. <i>Akula</i>	Doug Bailey	J/105	Cal Sailing	11	24	21	20	7	23	27	133
21. <i>Hazardous Waste</i>	D. Sack & C. Cihak & G. Youngling	J/105	St. Francis	25	26	24	32	8	17	4	136
22. <i>Nirvana</i>	Raja Singh	J/105	St. Francis	18	20	19	22	17	20	23	139
23. <i>Larrikin</i>	Stuart Taylor	J/105	St. Francis	20	21	17	17	26	24	24	149
24. <i>LuLu</i>	Don Wieneke	J/105	Sausalito	27	14	20	23	22	27	17	150
25. <i>Chili Pepper</i>	John Downing	J/105	Cortez Racing Assn.	14	23	22	21	25	22	32	159
26. <i>Kookaburra</i>	Craig Mudge	J/105	SSS/RSAYS	28	22	26	26	28	18	15	163
27. <i>August West</i>	Jamey Shachoy	J/105	Mattapolsett	26	19	28	19	27	26	22	167
28. <i>Energy</i>	Jamie Isbester	J/105	Berkeley	29	18	23	24	23	28	25	170
29. <i>Peregrine</i>	Eric Stang & Tim Sullivan	J/105	St. Francis	24	25	14	27	30	29	29	178
30. <i>Jupiter</i>	Paul Farr	J/105	South Beach	30	27	30	25	29	25	28	194
31. <i>Advantage 3</i>	Pat Benedict	J/105	Diablo SC	22	30	32	32	32	32	32	212

— AGED TO PERFECTION

"This was a misunderstanding, and we were blindsided," claimed Garl. "Kevin has been part of my crew all summer, and no one said anything to us. Obviously, I wouldn't have done this on pur-

pose — we don't need to cheat to win."

As if to underscore his point, Garl and the *White Dove* crew, minus Currier, continued to sail circles around the other five boats, posting five more straight

bullets. But the damage was done, as the two DSQs opened the door just wide enough for Mark Howe's *White Fang* to slip in and win the class with a consistent 1,3,2,2,3,2,2 record. *White Dove* finished four points back, followed by class president Joel Davis' *Shaddy Daddy* in a distant third. *Tout Suite*, the new In-

SERIES RESULTS

<u>Yacht</u>	<u>Owner/Driver/Tactician</u>	<u>Design</u>	<u>Yacht Club</u>	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>	<u>7</u>	<u>Total</u>
TRANSPAC 52											
1. <i>Esmeralda</i>	M. Uematsu/Bill Lynn/Ken Read	Farr	Seabornia (JPN)	1	2	1	1	1	1	1	8
2. <i>Beau Geste</i>	Karl Kwok/Harry Dodson/Gavin Brady	Farr	Royal Hong Kong	2	1	4	2	3	2	4	18
3. <i>Rosebud</i>	R. Sturgeon/C. Healy/M. Larson	R/P	Hyannis/Santa Cruz	3	6	2	3	4	5	5	28
4. <i>Sjambok</i>	Michael Brennan/Dee Smith	Farr	Storm Trysail	4	7	6	6	2	3	2	30
5. <i>Bright Star</i>	Richard Breeden/Steve Benjamin	Farr	New York	5	5	3	4	5	4	6	32
6. <i>Yassou</i>	J. Demetriades/R. Silvestri/T. Rey	N/M	Los Angeles	6	3	7	7	6	7	3	39
7. <i>Braveheart</i>	C. Burnett/C. Booth/B. Huse	B/W	Corinthian (Seattle)	7	4	5	5	8	8	7	44
8. <i>Flash</i>	D. Watts/M. Jones/T. Thayer/W. Baylis	Andrews	St. Francis	8	8	8	8	7	6	8	53
9. <i>Trader</i>	Fred Detwiler	Donovan	Bayview	DNS	DNS	DNS	DNS	DNS	DNS	DNS	—
FARR 40											
1. <i>Barking Mad</i>	James Richardson/Terry Hutchinson	Farr 40	New York	1	3	1	1	1	4	1	12
2. <i>Slingshot</i>	Chuck Parrish/Jeff Madrigali	Farr 40	St. Francis	2	2	2	7	2	1	5	21
3. <i>Warpath</i>	Steve & Fred Howe/John Cutler	Farr 40	San Diego	9	1	3	3	6	3	2	27
4. <i>Struntje Light</i>	Wolfgang Schaefer/Hans Wallen	Farr 40	NRV/KYC	5	6	4	2	3	8	3	31
5. <i>Astra</i>	Mary Coleman/Howie Shiebler	Farr 40	San Francisco	3	4	8	8	8	2	6	39
6. <i>Shadow</i>	Peter Stoneberg/Peter Isler	Farr 40	St. Francis	6	8	5	4	7	5	7	42
7. <i>Javelin</i>	Pat Nolan/Norman Davant	Farr 40	St. Francis	8	7	6	10	5	7	4	47
8. <i>Peregrine</i>	David Thomson/Brian Ledbetter	Farr 40	RNZYS/St. Francis	7	5	9	5	4	9	9	48
9. <i>Piranha</i>	David Voss/Bob Patterson	Farr 40	California	9	9	7	6	9	6	8	54
SANTA CRUZ 52											
1. <i>City Lights</i>	Tom Sanborn/Bill Colombo	SC 52	St. Francis	2	1	1	1	2	1	2	10
2. <i>Winnetou</i>	Martin Brauns/Pete McCormick	SC 52	San Francisco	1	2	2	2	1	2	1	11
3. <i>Elyxir</i>	Skip Ely/Pepe Parsons	SC 52	St. Francis	3	4	3	3	4	4	3	24
4. <i>Natazak</i>	Steve Williams/Jason Rhodes	SC 52	Santa Cruz	4	3	4	4	3	3	4	25
5. <i>Equity Kicker</i>	Karsten Mau	SC 52	South Beach	5	5	5	5	5	5	5	35
J/120											
1. <i>Mr. Magoo</i>	Steve Madeira/Peter Cameron	J/120	St. Francis	1	1	5	1	6	3	7	24
2. <i>Chance</i>	Barry Lewls/Doug Nugent	J/120	St. Francis	6	6	9	3	1	2	3	30
3. <i>El Ocaso</i>	Rick Wesslund/Adam Sadeg	J/120	San Francisco	3	7	8	4	3	1	5	31
4. <i>Valkyrie</i>	Mark Varnes/Roy Hasiup	J/120	San Francisco	8	3	1	5	2	5	8	32
5. <i>Desdemona</i>	John Wimer	J/120	San Francisco	5	5	3	8	7	4	1	33
6. <i>Oui B 5</i>	John Sylvia/Peter Winter	J/120	St. Francis	7	8	4	2	4	7	2	34
7. <i>Jolly Mon</i>	Mark Bowman/Fred Chandler	J/120	St. Francis	2	2	7	6	9	6	9	41
8. <i>Twist</i>	Timo Bruck	J/120	SSS	4	9	2	9	5	8	4	41
9. <i>Dayenu</i>	Don Payan & Dennis Jermaine	J/120	St. Francis	9	4	6	7	8	9	6	49
EXPRESS 37											
1. <i>Golden Moon</i>	Kame Richards & Bill Bridge	Express 37	Encinal	2	1	1	2	6	4	3	19
2. <i>Blade Runner</i>	Mick Schlens	Express 37	Cabrillo Beach	1	4	5	3	1	7	2	23
3. <i>Expeditious</i>	Bartz Schneider	Express 37	StFYC/San Francisco	5	2	2	5	5	6	1	26
4. <i>Eclipse</i>	Mark Dowdy	Express 37	San Francisco	6	3	9	1	3	1	4	27
5. <i>Bullet</i>	Brendan Busch	Express 37	St. Francis	4	8	4	7	2	2	7	34
6. <i>Elan</i>	Bill Reiss	Express 37	Richmond/Encinal	3	6	6	10	4	3	6	38
7. <i>Juno</i>	Cort/Armitage	Express 37	Los Angeles	7	9	3	6	9	5	8	47
8. <i>Spindrift V</i>	Larry & Lynn Wright	Express 37	Richmond	8	7	7	4	7	9	5	47
9. <i>Il Falco</i>	Steve Toteda	Express 37	South Beach	9	5	8	8	8	8	9	55
BENETEAU 40.7											
1. <i>White Fang</i>	Mark Howe/Rick Schuldt	Beneteau 40.7	Richmond	1	3	2	2	3	2	2	15
2. <i>White Dove</i>	Mike Garl/Karen Flick	Beneteau 40.7	Sequoia	7	7	1	1	1	1	1	19
3. <i>Shaddy Daddy</i>	Joel Davis	Beneteau 40.7	South Beach	2	2	3	5	2	5	7	26
4. <i>Tout Suite</i>	Tim Merrill	Beneteau 40.7	Benicia	3	4	5	3	4	3	5	27
5. <i>Inspiration</i>	Martin Babler	Beneteau 40.7	South Beach	5	1	4	7	5	4	3	29
6. <i>Inspired Environments</i>	Timothy Ballard	Beneteau 40.7	Corinthian	4	5	6	4	6	6	4	35

40th BIG BOAT SERIES



LATITUDEJR

spired, and Pac Cup class winner *Inspired Environments* rounded out the class in that order. We suspect the class will be at least one boat smaller next year — Garl figures it's time to move on, perhaps to the J/120 fleet.

"Obviously we didn't want to win it this way, but that's yacht racing," fig-

Pinball wizards — The fleet short-tacks up the Cityfront. Is there a better place to race, or just watch sailboat racing, in the world?

ured Howe, a Pt. Richmond-based developer who sailed with a predominantly Richmond YC crew — tactician Rick Schuldt, Barry Danieli, Lucie van Breen, Ian O'Leary, Suzanne Fisher, Matt Noble,

Larry Burton, Johnny Gilmore, Will Travis, Melinda Weaver, and Dave Falkawski.

As usual, there's lots more to the story, but somehow we're out of room again. Kudos to StFYC commodore Terry Klaus, regatta developer Norman Davant, PROs Tony Chargin (Cityfront) and Bill Kreysler (North course), race manager John Craig and his hard-working staff, and all the volunteers who helped put on this year's fine 40th Big Boat Series. And, while we're at it, congratulations and thanks to everyone who has toiled on this regatta over the past four decades, nurturing it from childhood, through adolescence and its difficult teen years, and building it into the excellent 'mature' Series it has become.

Check out www.stfyc.com, as well as individual one design class websites, for more information — and mark your calendars now for September 15-18, the dates of next year's Series.

— **latitude / rkm**

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THE LATITUDE 38 INTERVIEW, PART ONE

MIKE HARKER

Before we began our interview with Mark Harker, we knew enough about his recent sailing history to know that he would make a good subject for an interview. Specifically, that at age 52 and with very little sailing experience, he bought a Hunter 34 and did the 2000 Ha-Ha. Eighteen months later, he singlehanded across the Atlantic on a Hunter 466, and during the next 20 months cruised 24,000 miles — much of it singlehanded — between Miami and Malta, Malta and the Marquesas, and the Marquesas and his home in Manhattan Beach. We also knew that he is planning on getting another Hunter next year in order to complete a circumnavigation.

Despite having met Harker several times, what we didn't know until we met him at Orange Coast College in Newport Beach for the start of the interview is that in April of 1977 he was nearly killed in a horrible sporting accident. Therefore, all his subsequent sailing and career achievements have to be viewed against a backdrop of his not even being able to sit up in a wheelchair for several years, and repeatedly being told to accept the fact that he'd never be able to walk again. Although Harker is unable to stand without at least touching something, and remains paralyzed from the knees down, he is able to walk quite normally. Furthermore, in addition to his post-accident sailing adventures, he's become a very successful photographer and film producer. As such, while this interview — which will appear in two parts — is about sailing, it's also very much about resilience and perseverance. We hope you enjoy it — and are inspired by it.

38: Sailing wasn't your first sport, was it?

Harker: No, but I was always interested in watersports. For example, I was born and raised in Torrance, California, so Avenue F was my surfing beach. But I was particularly interested in and good at waterskiing. Most summer days when I was 11, I would ride my bike — with my water-ski on a trailer behind it — 20 miles to the Long Beach Marine Stadium, where I'd hitch rides behind ski boats. I was young and good, so I never needed to use the dollar bill I always brought along in case I needed to pay for a ride. At the end of the day, I'd ride my bike 20 miles home to Torrance. Southern California was a different place back then. *(Laughter.)* My waterskiing goal was to win the Grand National Catalina Ski Race, which was from the mainland to Catalina and back. When I was just 10 years old I took 19th place overall, which was a big deal. As I got older, I continued to do better.

Watersports have been good to me my entire life. I got good grades in school, so when I was 15 my dad gave me \$200 and a Greyhound bus ticket to spend the summer at Clear Lake. I stayed with a friend of an uncle, and made more money than I

the job and had a wonderful time. *(Laughter.)*

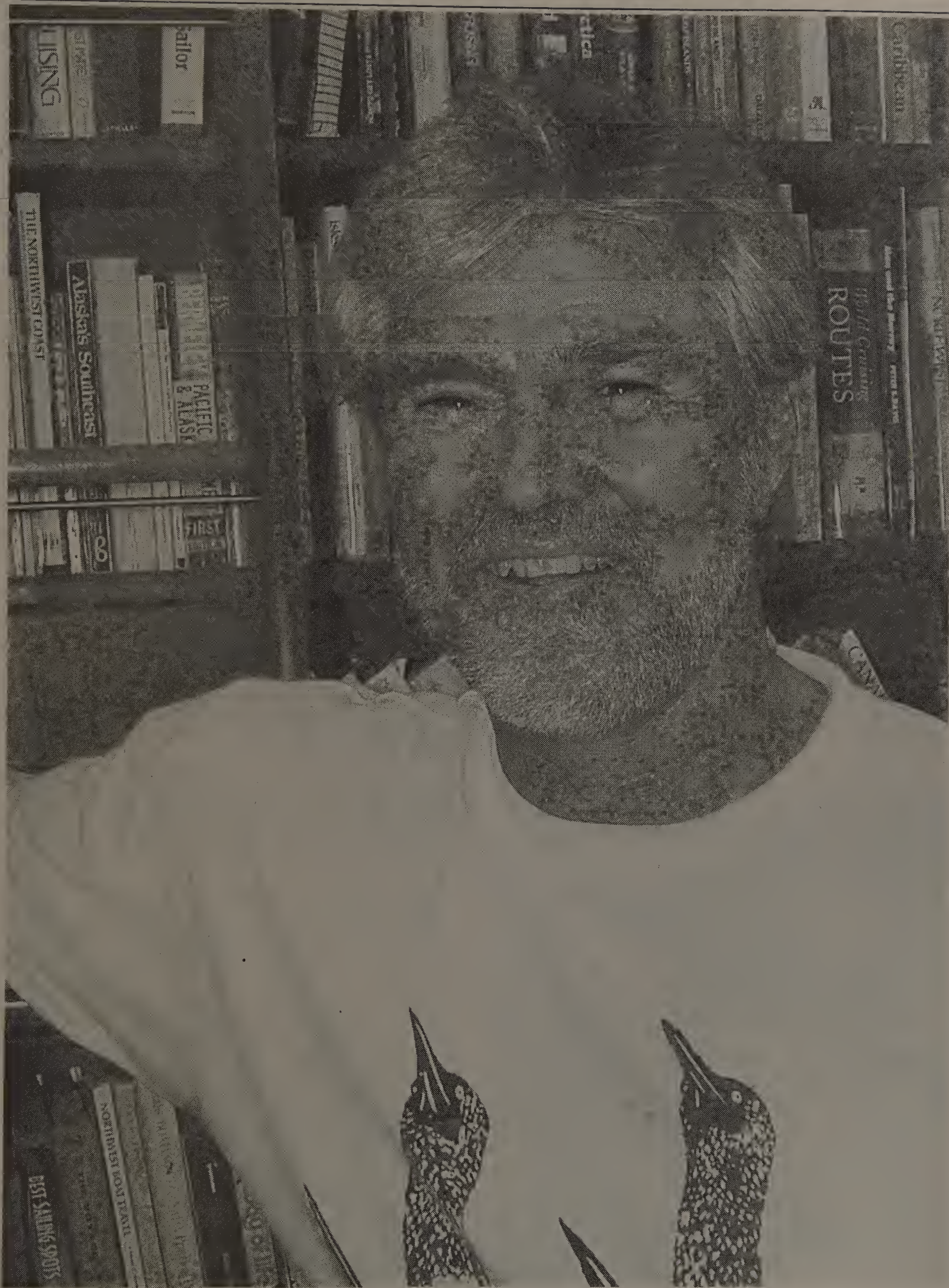
When I was 16 and 17, I spent the summers rowing in Newport Beach, as rowing was the best exercise for competitive waterskiing. Back then, the facilities for Orange Coast College's sailing and rowing programs consisted of a couple of quonset huts on a sand beach at its current location.

The year 1966, when I was 17, was a very big one for me. I joined the Orange Coast College rowing team as a freshman, and our humble squad beat mighty UCLA in the Newport Regatta. It was there that I met Christie Casner, whose brother was the captain of the UCLA team. One thing led to another, and I ended up spending the summer at the Casner family place on Lido Isle. They had a Lido 14 sailboat they kept on their beach, so we fooled around with that a bit. It was my first sailing experience. Later that year my Orange Coast Team won the West Coast Intercollegiates in Vallejo, which was another big deal. I also hung around Newport and raced Hobie 16s. I capped the summer off in August by achieving my longtime goal of winning the Grand National Ski Championship. The years before I'd been 5th, 3rd, and 2nd.

The following summer I show-skied at Cypress Gardens in Florida, and did some flat kite or Tibado flying behind the ski boats. It was also about this time that I read an article in *National Geographic* about the Rogallo Wing and the fledgling sport of hang gliding. When back in Southern California in '68, I built my first hang glider out of bamboo tubes, painter's plastic sheeting, and duct tape. *(Laughter.)* I actually got the thing off the ground for a short distance from the sand dunes near the end of the runway at LAX. There's a plaque there today that states it's the place where modern hang gliding began. I was very good friends with all of the sport's big names of the time, such as Bob Wills and Chris Price, two of the crazy test pilots for Australian hang gliding entrepreneur Bill Bennett. Tragically, most of those hang gliding pioneers are dead now.

"Watersports — from my early days of water skiing and rowing, to sailing across the Atlantic and Pacific Oceans — have always been good to me."

spent by cleaning the slime off boat bottoms. Then my dad called to say, "If you can make the directors believe that you're 18, you can have a job at Gold Arrow Camp at Shaver Lake in the Sierras teaching the 12 to 16-year-old daughters of movie stars and producers how to water-ski." Needless to say, I took



the latitude interview:

38: Hang gliding accidents?

Harker: Yes. Ten years later, I almost joined them, free-falling from 400 feet into the Caribbean Sea off St. Georges, Grenada.

38: It's astounding that you lived, but for clarity let's get to that in sequence.

Harker: It is a miracle I didn't die, as I broke many of the bones in my body, was in a "coma-like" state for 11 months, and had my heart stop twice. But I'm still here. (Laughter.)

38: Did you continue to hang glide and ski after '68?

Harker: Shortly after I won the Grand National Ski Championship a second time in '68, which was at the height of the Vietnam War, I was drafted. I did well on some tests at Fort Ord, so I was put in the Engineer's Division. But rather than being sent to Southeast Asia, I was shipped off to Germany where I was assigned to drive a boat for the 522nd Floating Bridge Company. We called my boat *California Dreamin'* #9. I later volunteered for the 'black berets', which does behind-the-lines engineering stuff like blowing up bridges rather than shooting. But I never had to do any of it in real life.

38: You could have done worse during those war years.

Harker: Actually, it got even better. As a result of doing my job well, I was awarded a week's vacation at the resort town of Garmisch-Partenkirchen in the Bavarian Alps — where the armed forces has a hotel on a lake with water ski boats. When I got there, I paid the ski school \$1 to tow me two laps around the lake at 40 mph while I skied barefoot. The colonel of the Army rec center happened to be watching with his two daughter, and before long I was having breakfast with them. As a result, I never had to return to my engineering company, and was reassigned to Garmisch as a driver of ski boats for military folks on R&R. My uniform was red swim trunks and a white T-shirt with a lifeguard symbol on it. (Laughter.) At the end of summer it started to snow, so I took the test to be a snow skiing instructor. My next assignment was teaching snow skiing to military folks on R&R.

38: How long did these good gigs go on for?

Harker became famous in Germany for hang-gliding off the highest peaks, and for his hang-gliding equipment, which was built in several countries.



Harker: Until the following June when my hitch in the military was completed. When I got out, I had a BSA Lightning motorcycle and a VW van, and wanted to see Europe. So I had two girls drive the van while I rode my motorcycle — we had a ball! We got all the way to Greece, where I soon became a water ski instructor near Athens. When a French guy showed up on a Norton motorcycle, I taught him how to water ski and more advanced stuff like slaloms and jumps. It turned out he was the *chef de village* at a Club Med on the Greek Island of Corfu in the Adriatic. Before I knew it, he was instrumental in getting me jobs the next two winters as a ski instructor at St. Moritz and Innsbruck, and jobs during the summers as a water ski instructor at Corfu, Greece, and a little village near Dubrovnik in the former Yugoslavia.

To make a long story short, I had a lot of fun adventures in Europe, where I seriously got into hang gliding. In 1973, for instance, I hang glided down Zugspitze, the highest mountain in Germany, setting three world records. This was back when you had to start out skiing down the mountain to get up enough speed to become airborne because the hang gliders of the time weren't very sophisticated. In 1974, I flew off Mt. Fuji in Japan, and produced a TV special for NBC with actress Barbara Eden as a narrator. I later climbed up Mt. Kilimanjaro in Africa with my delta wing and flew down for another TV special I produced.

38: Wait, where did you learn to shoot and produce television specials?

Harker: While attending Orange Coast College, I used to audit film classes at UCLA at night that were taught by the likes of director John Ford. I loved those classes! So I had my own 16mm AARI camera. And while at the military rec center in Garmisch, I took classes in film editing. My first television productions were of sports in Garmisch edited to music for ZDF German television.

Anyway, at the peak of my hang gliding career, I owned six schools, three hang gliding manufacturing plants, and was quite well-known in Europe and was famous in Germany. During the winter, I also became known as one of Germany's better known hot-dog skiers, and toured all over Germany and Italy. In '74 I spent nine months in Japan popularizing hang gliding.

38: Is this about the time you had your accident?

Harker: It wasn't until April of '77, when the government of Grenada invited me to fly one of my kites behind a boat and go past the prime minister's reviewing stand at St. Georges during their Independence Day festivities. I'll never forget the name of my tow boat, *Knock-Knock*, an offshore racing boat they'd brought over from Trinidad. There was a screw-up in the timing of our start, so when we entered the narrow harbor at St. Georges the sailboats had already started racing and blocked our path. The driver of *Knock-Knock* had to slow down, so the 500-foot line went slack. I kicked my feet, signalling that he had to speed up. Unfortunately, he accelerated the racing boat so fast that it not only pulled the tow line out of my hands and ripped the control bar from the rest of the frame, but pulled the whole glider apart! The last thing I remembered for 11 months was being 'slingshotted' forward from an altitude of about 400 feet and then free-falling into the water.

38: It's a miracle you lived, as 400 feet is nearly twice as high as the roadbed of the Golden Gate Bridge.

Harker: It was a miracle. I was rescued by Raimond Harmsdorf, a famous German actor, who dove in the water with a knife in his mouth to cut me free from my harness. I'd

mike harker

been under about three minutes when he got to me, but they did CPR and kept me alive. Unconscious and all busted up, I was taken to a primitive community health center in Grenada which, of course, couldn't do anything for me. When I came out of my coma-like state 11 months later, I learned that the small skis had shattered both ankles with many open breaks, and that both my femurs were broken and busted through my hips in four places with some bones sticking out of my skin. The worst were my third and fourth lumbar, both of which were smashed, and which disintegrated the disc between them. Paralyzed from the waist down for several years, I also cracked my atlas vertebrae and the base of my skull, and had a knee come through my left cheekbone. Fortunately, I didn't lose that eye. But I was truly a mess, as I also had internal injuries.

38: We can't believe you survived all that.

Harker: I barely did. Three days after the accident, a chopper from an oil rig in Trinidad flew me to a hospital in Barbados. Shortly thereafter, my folks were given the message — "Get him out of here or he's going to die." My dad and seven of his brothers maxed out their credit cards to get a medevac plane to fly me to Miami. My heart stopped twice during the flight, and I had to be shocked back to life.

Ultimately, I would spend 11 months in a coma-like state at a Broward County intensive care unit. My heart had to be pumped by a machine, my blood was cleaned by dialysis, and I had to breathe inside a tent. My father and mother alternated weeks of caring for me. At the low point, my parents were told that I was going to be a vegetable, and they were ready to pull the plug. But one doctor thought he could bring me back using a big wheel and a harness around my neck to virtually stretch my squashed body back to its normal length and position. The theory was that it might unkink my spiral cord — as you'd unkink a hose — which would allow my body to heal better. And it worked.

Nevertheless, when I came out of the coma-like state I was down to 95 pounds from 200 pounds. When they held up a mirror so I could see my body, I looked like something out of a concentration camp — and my mind couldn't handle it. I was so weak that I couldn't sit up, raise my head, or even lift a spoon of yoghurt to my mouth! It took two years of therapy before I could sit up in a wheelchair. When I visited the psychiatrist, she told me that I needed to accept the fact that I'd never be able to walk again. I promised her — she was pretty cute — that someday I would send her a photo of me water skiing again. And five years later I did just that!

38: How much did it all the medical care cost, and who was paying for it?

Harker: Before it was all over, my medical bills came to \$1,300,000. The German company that covered me was really great, as the limit on my policy was supposed to be just \$1 million, but they just kept on paying. Oddly enough, the high U.S. medical costs might have saved my life. The German insurer was so unhappy with the cost of U.S. medical care that they allowed me to be taken to a very expensive private clinic at Fussen, Germany — near Ludwig's Castle — that specializes in severe back and spine rehabilitation. This was already three years into my rehab. When I entered the clinic, I couldn't even sit up a wheelchair because my back was so bad. But when I left 14 months later, I could stand up and push my wheelchair in front of me. This was the result of nine hours of rehab work a day for 14 months. They worked me very hard, which is just what I wanted. I can now walk without a problem, but if I stand still I have to at least touch something —

preferably an attractive girl.

38: Can we presume that accident marked the end of your working career?

Harker: On the contrary, I've had a very active and satisfying photography and film career, which currently — thanks to

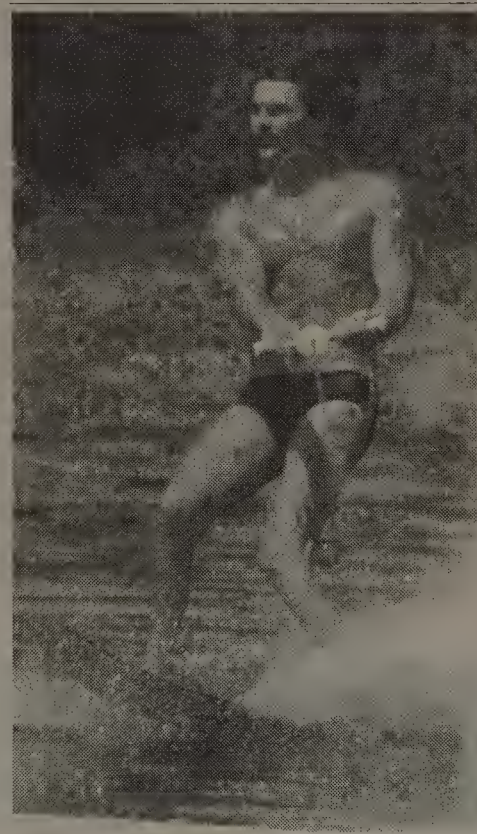
"At the low point, my parents were told that I was going to be a vegetable, and they were ready to pull the plug."

inspiration I got from doing the Ha-Ha — is going great. But back in '81 when I got out of the clinic, I put a tripod on my wheelchair so I could take photos. One of the big steps was when Arena, which is the swimwear subsidiary of Adidas and had previously been a sponsor of mine, agreed to give me 23 women's swimsuits they would be marketing the following spring. On spec, I took the suits to Hawaii where I spent the next four months filming 16 top female athletes doing their sport specialties in the water. I had girls swimming with dolphins, jumping into Waimea Falls, surfing at Makaha, playing beach volleyball, doing outrigger canoeing, and so forth.

38: You took these photos from a wheelchair?

Harker: Mostly from a tripod mounted on my wheelchair, but also from the water as swimming was easier than walking for me. I made a quite a lot of money between '81 and '83 taking sportswear photographs — and sometimes doing the entire catalogs for companies like Bogner, Head, Arena, Adidas, and such. Then I got a lucky break. While flying from Frankfurt to Munich — where my equipment was set up to edit the Hawaiian footage — I sat next to a television announcer / lawyer who had had me on his television show just before my accident. When he asked what I was doing, I told him I'd been shooting girls in bikinis. He ended up buying all of my unused stuff for what television people call 'fillers'. I've been working with the same guy, who is primarily a top lawyer, ever since. In fact, he's my best friend. This fall I'm flying to Patagonia to film a German cranberry farmer, then a German who runs some hotels for sports enthusiasts down there. I basically film Germans doing interesting things in different parts of the world for German television. But it's funny, as my television announcer /

As promised, Harker sent this photograph of himself water skiing to the therapist who encouraged him to accept the idea that he'd never been able to walk again.



the latitude interview:



Although paralyzed from the knees down, Harker was able to thrive taking sports action photographs such as the one above.

asked if I wanted her. So I hitched her behind my truck and towed her to the launch ramp at Marina del Rey. I had a sketch showing how to raise the mast, but fortunately there was also a guy there with a sistership to help me out. As soon as I got on the water, the sailing basics from my Lido 14 and Hobie 16 days came right back. My only goal that day was to sail by my

lawyer friend, like my primary doctor from the rehab clinic, would later play an important role in my future sailing.

38: Speaking of sailing, how and when did you start offshore sailing?

Harker: It happened by pure chance four years ago. Back in '73, an uncle bought a Balboa 26 trailerable sailboat that he used for one summer before moving to Alaska. In the year 2000, after the boat had been in storage for 26 years, he

place in Manhattan Beach and wave to my tenants. But it was the first Saturday in August and a very lovely day, so I continued on to Palos Verdes. But once I got to Palos Verdes I could see Catalina Island, and couldn't resist sailing over. As fate would have it, that was also the weekend of the annual Grand National Ski Championship that had been such a big part of my youth. Although I'd water-skied over to the island and back eight times, I'd never set foot on Catalina! But the important thing from that trip was that I discovered that I really liked sailing.

38: So how much did you sail the Balboa before buying the Hunter 34 *Wanderlust* that you sailed in the Ha-Ha?

Harker: Just one other time. (Laughter.) I wanted to singlehand up to Malibu, but there was a southerly wind and the weather was so good that I continued on to Oxnard, where I tied up to the Hunter dealer's dock for the night. While there, I inquired about a used Hunter 34 they had — because I was interested in doing this event called the Baja Ha-Ha that I'd read about in a magazine called *Latitude* 38. Because of my injuries, I have to ride my bike each morning, and my normal route is from my place in Manhattan Beach to the Muscle Beach Cafe in Venice. This route takes me by the H&S Yacht Sales in Marina del Rey, where one day I picked up a copy of *Latitude*. In it, I read about the Baja Ha-Ha, and it sounded like fun. Little did I know how much it would change my life! When I told my doctor in Germany and my television/lawyer friend

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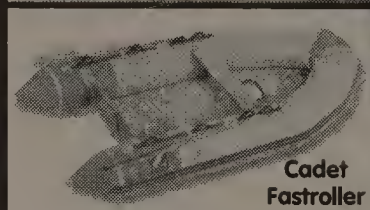
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mike harker

about it, they insisted that I do it and that both of them — who are excellent sailors — come along! So I needed a bigger boat. I made an offer of money and the Balboa 26 as a trade on the Hunter, but it wasn't accepted. At the end of summer the dealer had a change of heart, and I got the boat. I think I was about the last one to sign up for the Ha-Ha that year.

38: So how much did you sail your Hunter 34 *Wanderlust* before the start of the Ha-Ha?

Harker: Just twice. (*Laughter.*) I singlehanded to Marina del Rey with the dealer, then to Catalina and San Diego for the start of the Ha-Ha. You may find this hard to believe, but in all my sailing until the Ha-Ha was over, I'd only had to tack once! (*Laughter.*) I'd just put up the sails on one side of the boat and take them down when I got wherever I was going. But don't worry, I had the two excellent German sailors with me on the Ha-Ha to teach me. The only problem is they taught me all the sailing terms in German — I still don't know all the English terminology!

38: How did the Ha-Ha turn out for you?

Harker: It was so much fun! You probably don't remember, but while trying to hoist my new spinnaker at the start of the second leg, we got a line caught in the prop — which necessitated our having to sail the entire way. You, in the role of the Grand Poobah, made a nice comment about us at the award's ceremony, which we appreciated. But doing the Ha-Ha really changed my life, as I'll explain later.

38: Did your German friends continue to cruise with you?

Harker: No, they had to fly home. I was kind of stuck, as I couldn't get any crew to sail with me up to La Paz. The two problems were that I didn't have much experience, and I only

"Having to sail by myself because I couldn't get crew has become a theme of my sailing career."

knew the German sailing terms. So I had to sail up to La Paz by myself. Having to sail by myself because I couldn't get crew has become a theme of my sailing career.

38: We wonder what the people who didn't crew with you think of all your subsequent sailing exploits?

Harker: I don't know, but I made it up to La Paz without any problem. I don't want to be critical, but I wasn't impressed with the 'cruisers' of La Paz. As a group, they drank an awful lot — I don't smoke or drink — and while they talked a lot about sailing, they didn't do much of it. Compared to the cruisers I met in other places, I found the people on boats in La Paz to be pretty uptight and not all that friendly. I only mention it because although I had a great time in La Paz, I was so put off by the other cruisers that I planned to sell my boat when I got back to California. Needless to say, I couldn't find any crew for the 200-mile trip across to Mazatlan, so I did it solo.

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the latitude interview:

38: There must be something in the water in La Paz, because ever since we've sailed there — starting in the late '70s — there's always seemed to be a small but vocal group of cruisers who were world class whiners. Whatever. Was your trip to Mazatlan, your first significant solo offshore passage, very difficult?

Harker: It was a little scary because it was the first time I'd done something like that. But it was easy, as I had the autopilot do the steering. And with me having to do everything, I learned very quickly. Learning proper sail trim wasn't hard, as a sailboat is like a hang glider but vertical. So rio, it wasn't hard. And since I had electronic charts for as far south as Banderas Bay, I decided to continue on down there to round out my four months in Mexico.

38: Wait, you didn't have any paper charts?

Harker: No. (Laughter.) I didn't even have a cruising guide to Mexico until I'd been down there a few months. (Laughter.) But having sailed across that Atlantic twice, around the Med, in the South Pacific, and back to California, I still don't carry paper charts — just two e-charts, Nobeltec and C-Map+.

The important thing is that I loved Puerto Vallarta and Banderas Bay — which I found to be as different from La Paz as day is from night. When the racing boats came into Marina Vallarta in the downtown area, I had to move out to Paradise Marina, which wasn't finished yet, over at Nuevo Vallarta. But I met so many wonderful cruisers that I absolutely loved it. It changed my entire view of cruising. So rather than sell my boat, I came up with the idea of pitching some cruising fea-

tures I would film and produce to German TV. Alas, they turned me down, saying it was too common a concept. The Europeans like more exciting and extreme things.

38: Can you be more specific about what you liked about Banderas Bay?

Harker: The people, both the locals and the cruisers. The beauty of the jungle and the sea, which is alive with sea life. That it was so inexpensive, and that you could have a wonderful time just hanging out at little taco stands talking with people. I also had my Dahon collapsible bike that I could bring ashore in my dinghy, so I rode all over the place.

I cruise because of places like Banderas Bay which, as I said, entirely changed my mind about cruising. And having now sailed to many places in the Med, Caribbean, and South Pacific, I can't say that I visited any place significantly better. In fact, the three places I've been to that I'll certainly return to are the Spanish Island of Ibiza, where you meet the most beautiful women from Germany, Austria, Sweden and Denmark; the Galapagos, which are a fabulous display of nature; and Banderas Bay.

38: So after cruising as far as Puerto Vallarta, you did the Baja Bash back to California. Did you have crew and how did that go?

Harker: When I got to Cabo I stayed in the marina for about three days — after which I couldn't take it anymore. Those

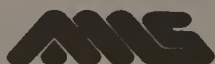
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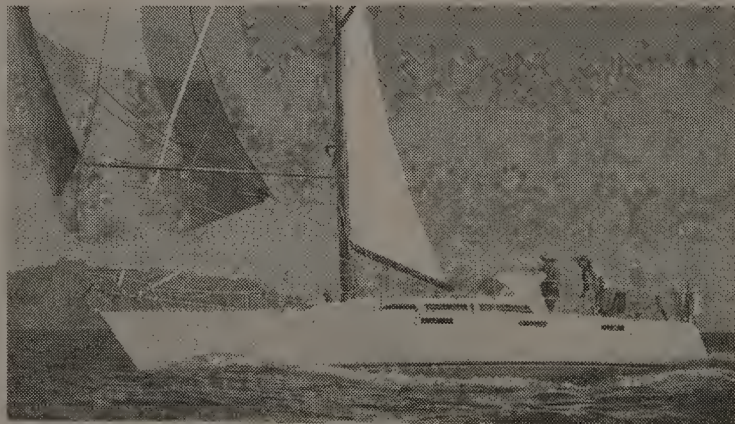
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Jonathan Livingston, Susie Grubler and Brian Larkey sailed as a trio to win Division C of the West Marine Pacific Cup.

PHOTO: STEVE CHAMBERLAIN

mike harker

sportfishing crews fire up their engines about 5 a.m., begin to asphyxiate you, then they charge out of the marina at the perfect speed to create maximum wakes. I didn't like it at all! So I anchored out in front of the pink hotel at the end of the beach in the outer harbor — just like after the Ha-Ha. It was fantastic! The air and water were clean, it was quiet, and there was a neat cruising community out there. Each morning I'd kayak to shore — where I kept my bike locked — have breakfast and ride around. When people do the Ha-Ha, everybody wants to stay in the marina. Take it from me, it's way better out on the hook, and the further down the beach, the better.

Like everyone, I was waiting in Cabo to find crew and a 'weather window'. I interviewed a number of potential crew, but the only two who wanted to make the trip were smokers. I have a thing about smoking, particularly in confined places, so I didn't take them. After a while, I got tired of waiting for crew and a weather window, so I just took off by myself. My advice to relatively new sailors is there is no better way to learn to cruise than by just doing it, and my advice to sailors waiting for weather windows is that if you're not careful you'll end up not going anywhere.

I stopped at the same two spots at the Ha-Ha stops, except on the way back up. After the 100 or so boats at Bahia Santa Maria during the Ha-Ha, it was strange to return and see no other boats. I particularly enjoyed my stop at Turtle Bay, as

Ernesto came out with fuel and then took me to his sister's house for a meal of fish baked in aluminum. The people of Mexico are just wonderful! I also stopped at Punta Baja, which

"I cruise because of places like Banderas Bay which, as I said, entirely changed my mind about cruising."

was packed with sailboarders.

38: What kind of weather did you have?

Harker: It was kind of rough. The wind was always over 20 knots and sometimes close to 30. I'm told the swells were 8 to 12 feet — I don't really know how to judge them — and in the afternoon the wind chop would break over the boat. But it was a great learning experience, one that would serve me very well during my two later bouts of rough weather — one while singlehanding from Bermuda to the Azores, and another while dealing with a 300-mile-long band of line squalls on the way from the Marquesas to Hawaii.

38: What kinds of things did you learn?

Harker: I learned that when motorsailing upwind in strong conditions, tighten the main really tight and high on the traveller, as it helps with both speed and stability. It was just another case of learning things quickly when you have to do it

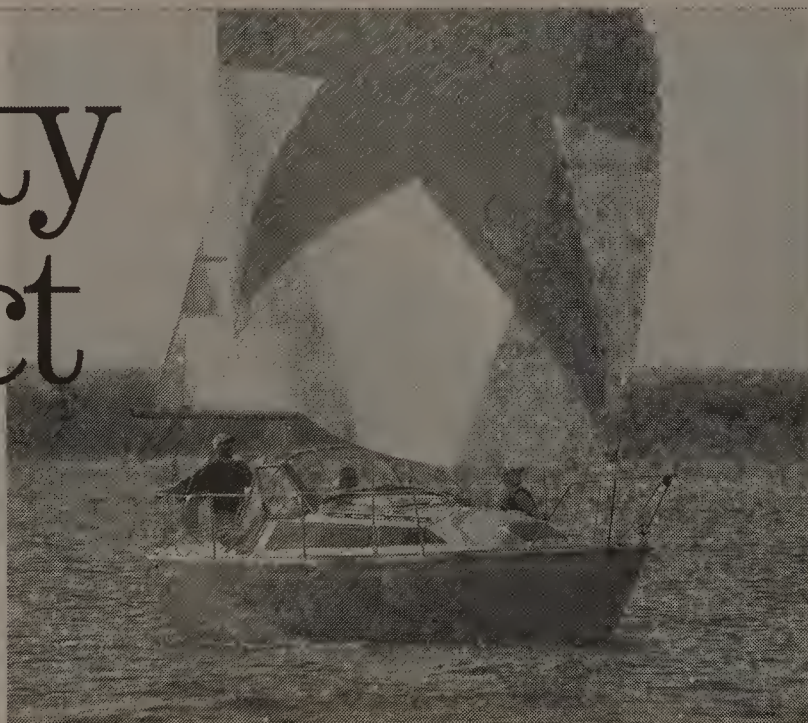
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yourself. I also learned techniques for steering around the bigger waves.

38: How did the Hunter 34 take it?

Harker: I didn't have anything to compare it with, but I didn't have any problems — at least ones that I didn't cause

"I was so startled by a mother whale that I dropped the camera — and all my Mexico photos — in the water!"

myself. When I got fuel in Turtle Bay, I had the wrong filter wrench for changing the filters, so I used some channel locks and dented the filter. When I got near Ensenada and wanted to stay well clear of a boat about two miles dead ahead, I floored it for about an hour. The oil pressure light came on, and when I looked below there was oil all over the engine room from my having messed up the fuel filter. I spent half a day cleaning that mess up, and had to use a duct-taped filter the rest of the way. The lesson? Be patient when working on your boat. And don't be in a rush to pass boats. All the way up Baja I'd been running the boat at an easy 2,000 rpm, and was doing 5.5 or 6 knots. Then I did 3,000 rpm to pass that boat. I was doing 7.2, but the extra strain was enough to cause the filter to blow. Besides, I was burning fuel like crazy. So take your time.

I had one other screw up. When I left Punta Baja, I saw the

spray of what I figured was a bunch of pelicans — but they turned out to be mother whales with their calves. I was totally enamored with the experience, and was taking photos with my brand new, state-of-the-art Canon D-30 digital camera. At one point I was so startled by a mother whale that appeared as though she would hit my boat, that I dropped the camera — and all my Mexico photos — in the water! It was terrible, because I'm a professional photographer. Use your neck strap!

38: Had the arduous Baja Bash taken the thrill of cruising out of you?

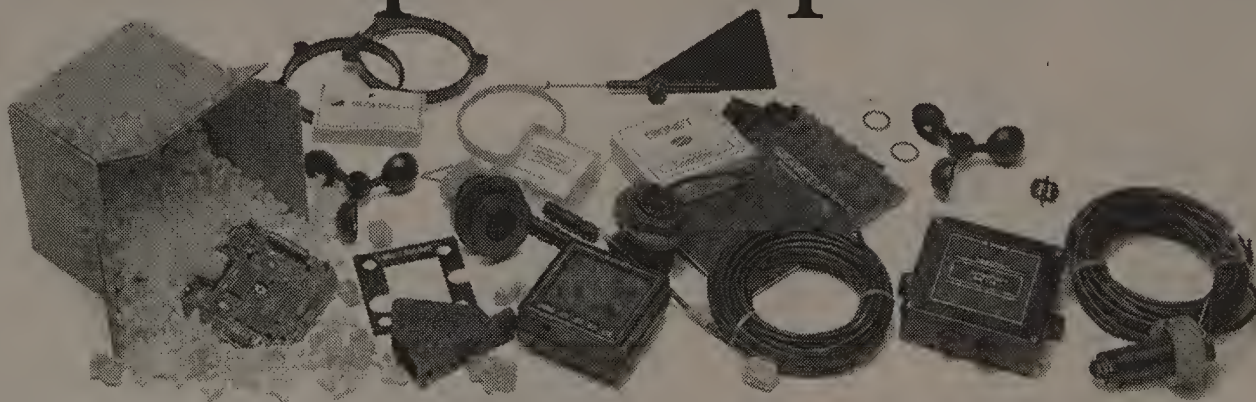
Harker: Not at all. When I got back I made a renewed proposal to ZDF television — which is like CBS in the States — that I would sail around Europe, but would always have some extreme sports personalities with me, and I'd film them doing their different specialities. It would be a combination of sport and cruising. The German network liked my three-page proposal, and needed the results by the following September. And I didn't even have the right boat! My first plan was to ride my Harley to the Hunter factory in Florida to look at bigger boats.

38: That sounds like a story for next month, when we hear about your trips back and forth across the Atlantic, in the Med, in the Caribbean, in the South Pacific, and back to California via Hawaii. One last quick question a lot of readers might be interested in. During all your cruising, how much money were you living on a month?

Harker: About \$700. Next month I'll share some secrets on how to do it.

38: We can't wait.

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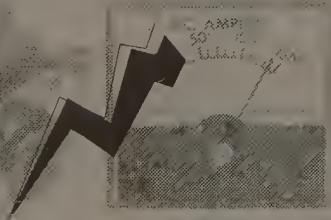
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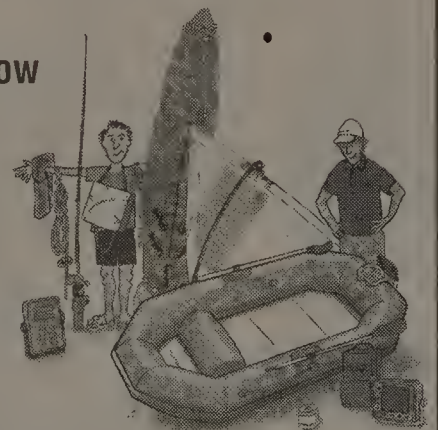
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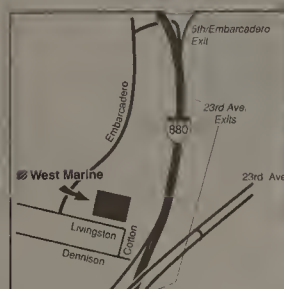
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lands where they had set up clinics.

Over tea and biscuits, Steve and his wife Kathy explained how they are now able to combine their passion for sailing with their compulsion to do what they can to minimize the suffering among the people of the Pacific Islands. Steve, the program's manager, is a retired carpenter and keen yachtsman with a long track record for helping people. While visiting Vanuatu on holiday years ago, he and

things.

For Steve, who has for a lifetime messed around in boats, the solution was clear: Do it with sailboats! Sailboats would be reliable and would allow them to come and go freely, safely and in comfort, independent of transportation foibles. They could pack as much water, food and supplies as necessary and evacuate acute cases. Furthermore, with the team members sleeping on board the boats and not in the villages, the risk of contracting malaria would be greatly reduced.

As day breaks, canoes begin to surround the boat. After breakfast aboard, the medical and dental teams head for shore to set up their respective clinics, usually in a thatched hut or on the beach under a coconut tree.

ents for a win/win situation — made possible by Operation MEDIC.

While moored in Gladstone Marina, Australia, we first learned about the MEDIC program, an acronym which stands for Medical, Emergency and Dental care for Island Communities. Aboard his lovely Adams 50, *Elvis*, Steve Woodward had recently returned from southern Vanuatu where he'd spent part of the winter of 2003. Steve and a couple of health care teams comprised of doctors, nurses, dentists and dental assistants had sailed to a number of villages in south Malekula and the Maskelyne Is-

Since dental problems are rampant in the islands, volunteer MEDIC staffers are kept busy from sunrise to sunset.

Kathy recognized the shocking and immediate need there was for dental and medical assistance. Then and there the seed of a dream was planted: to someday, somehow, be able to fill that need.

Since that time, Steve has made numerous trips to Vanuatu to set up mini medical clinics, assist doctors and dentists, deliver medical supplies, facilitate the evacuation of seriously ill patients, and even to help build a school. Often, getting to the villages meant relying on inadequate road transport and unreliable or nonexistent interisland freight transport. Teams would have to hike for miles into areas they served, packing the supplies they required. It was an inefficient and time-consuming way of doing

In Queensland, Australia, a small organization called Pacific Yacht Ministries has put Steve's concept into action. They have put their skills, time, boats and money where their mouths are and are now following their motto: "Sailing for humanity." PYM is a nonprofit, non-religious, charitable public company that operates sailboats ranging in size from 39 to 52 feet throughout the islands of Vanuatu. Their aim is to provide humanitarian aid for the relief of sickness, suffering and distress of the underprivileged, regardless of race, religion or creed. PYM has a small corporate membership and operates through a management committee.

The thrust of the organization is dental and medical care as well as dental health and hygiene education through Operation MEDIC. If there is a first aid post in a remote area, it is often primitive and without staff. The MEDIC program attempts to provide the service needed with the help of teams of voluntary professionals, organizing and coordinating each team's visit and providing transportation, accommodation and medical/dental supplies and equipment through the use of small yachts.

Medical services are provided inexpensively to those who almost never have access to proper care. The volunteer health care professionals have a working holiday off the well-beaten tourist track with opportunities to sail, swim, fish, dive or simply visit with the people they have so generously volunteered to help. As for the yachties, by hosting and transporting the medical teams, they make a contribution that goes well beyond handing out lollipops, T-shirts and balloons to kids on the beach. Their involvement is much appreciated by the locals, which is reflected in their almost immediate acceptance into village life.



ALL PHOTOS TOM MORKIN & LIZ TOSONI

— VANUATU'S SAILING DOCS



Smiling while biting down on a cotton swab, this Vanuatu islander seems to be very relieved to have had her bad tooth extracted.

In 1999 the dream became reality with the purchase of the 44-ft sloop *Jacqui*. That same year, 2.5 tons of rice were delivered to Vanuatu, and the first marine-based operation began. A small group of Steve's friends could see the merit in using sailboats, and together they started PYM. James Ward, an R.N. with extensive professional experience in Australia, Kenya and PNG, became the CEO. By 2002 they were operational, putting together medical and dental crews on two volunteered sailboats, the 44-ft, NZ-registered *Regale* and the 42-ft, Australian-registered catamaran *Siddiqui*. That season, more than 2,000 patients were treated through the program.

In 2003, Steve's recently completed

Elvis was the only boat used. Minimal available funding meant a shortened season, but the teams were still able to treat more than 1,800 'Ni Vanuatu' people. During 2004, two yachts have been put into service, the 44-ft *Lavinia* and the 39-ft *Windango*, owned and crewed by James Ward and his wife Carmella. Plans call for six two-week projects running from July through November with a target of treating approximately 10,000 cases.

A typical project begins in either Port Vila or

Luganville where the boat(s) await the arrival of the health care teams who fly in from Australia or the U.S. (at their own expense). After medical supplies and food are taken on board, it is only a day trip to the first village. The work day starts just after dawn. As day breaks, canoes begin to surround the boat. After breakfast aboard, the medical and dental teams head for shore to set up their respective clinics, usually in a thatched hut or on the beach under a coconut tree.

Since toothaches are the most common problem, the dental clinic will im-

Teams have finely timed their procedures to the point that on a good day, 200 patients can be treated.

mediately develop a long waiting line. Most adults have many dental caries and abscesses, resulting in many extractions, as there is little time available for restorative work at this stage. Teams have finely timed their procedures to the point that on a good day 200 patients can be treated.

Although the medical teams also treat large numbers of patients, they report some reluctance among the villagers. Cultural issues frequently arise which make it difficult for many women to present their gynecological concerns to white male doctors. For that reason, the MEDIC program now makes a concerted effort to include a female doctor in every project. Also, patients needing the facilities of a real hospital often refuse to leave their island homes because they associate Vanuatu hospitals with death. Furthermore, stories abound of patients whom the government transported to the

MEDIC volunteers are accommodated aboard sailboats, which also transport them between villages.



SAILING FOR HUMANITY

city hospital at government expense, but abandoned after discharge without providing enough money for the return trip. Being stranded and a long way from home, without friends, is an experience the islanders are reluctant to repeat. They much prefer the hospital to come to them.

The health care teams break for mid-morning tea and lunch, which are prepared by the boats' crews. Fresh fruits and vegetables are supplied daily by the village, and these are given happily, as it is considered a small payment for the services provided. At 2:30 p.m., the professionals are free to leave for the day, to rest or take in some snorkelling, fishing or other leisure activities. But because of the numbers of people in need of care, the teams often work right through until dusk.

The usual length of stay in one village is four days, then it's time to sail away to the next village. The medical teams work tirelessly for a period of two weeks before heading back home. Their



"Say ahhhhh." Armed with a better understanding of dental hygiene, hopefully the islanders' future checkups will be less severe.

selfless contributions are invaluable.

In the future, PYM plans to expand its reach. Their hope is to operate boats

and crews in the Solomon Islands and in Papua New Guinea. But these lofty goals are predicated on the continued willingness of boat owners and health professionals to offer their help, as well as on the generosity of financial donors. At a time of considerable instability among the islands of the SW Pacific, when governments are even less able to provide for their populations than before, the success of this group of seagoing health care providers is all the more critical.

— tom morkin & liz tosoni

Readers — To learn more about PYM and its MEDIC program, check out www.pacificyachtministries.org. If you are interested in participating

in some way, note these contacts: medical teams: Dr. Geoff Caton, geoff@pacificyachtministries.org; dental teams: Dr. Wayne Marten, drmartie@tassie.net.au; boats: Steve Woodward, steve@pacificyachtministries.org; general: James Ward, james@pacificyachtministries.org.



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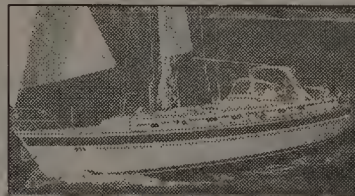
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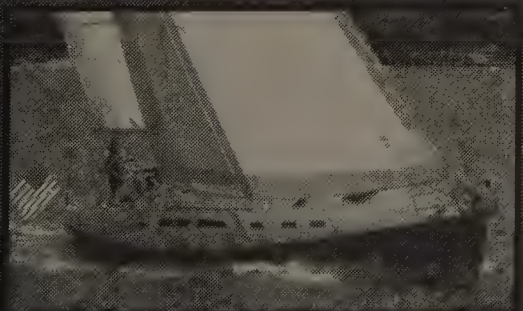
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ROLEX FARR 40 WORLDS

"We aren't trying to hit any home runs," noted *Barking Mad* tactician Terry Hutchinson midway through the Rolex Farr 40 Worlds held September 8-11 on the Bay. He was referring to concentrating on good starts, not taking too many

docks at the St. Francis before and after races were a *Who's Who* of America's Cup, Maxi, Whitbread and Olympic veter-

ans — a few of the latter fresh off the plane from Athens. In addition to Hutchinson and Isler, they included fellow tacticians Paul Cayard (*Samba Pa Ti*), Chris Larson (*Virago*), Dee Smith (*Slingshot*), Ed Baird (*Riot*), John Bertrand (*Flash Gordon 4*), Mark Reynolds (*Le Renard*), John Cutler (*Warpath*) and TNZ's Hamish Pepper (*Evolution*).

The series kicked off

with a surprise win in the first race by Eivind Astrup's *Norwegian Steam*, one of only a few 40s without a logo'd Protector shadowing the fleet at every mark. Although the Norwegians faded after the first couple races, all three Italian teams, *Nerone*, Marco Rodolfi's *TWT*, and Vincenzo Onorato's *Mascalzone Latino*, showed consistently well through the series, ending up second, sixth and seventh, respectively.

One surprise the other way was the uneven performance of John Kilroy's *Samba Pa Ti*, which went into the Worlds heavily favored after winning the SFYC-hosted five-race 'Pre-Worlds' a few days earlier. But the 1999 Champions, apparently having trouble tuning a new mainsail, stumbled badly out of the blocks with a 26th, followed by four more 20-something finishes over the course of the series. They regained form with a

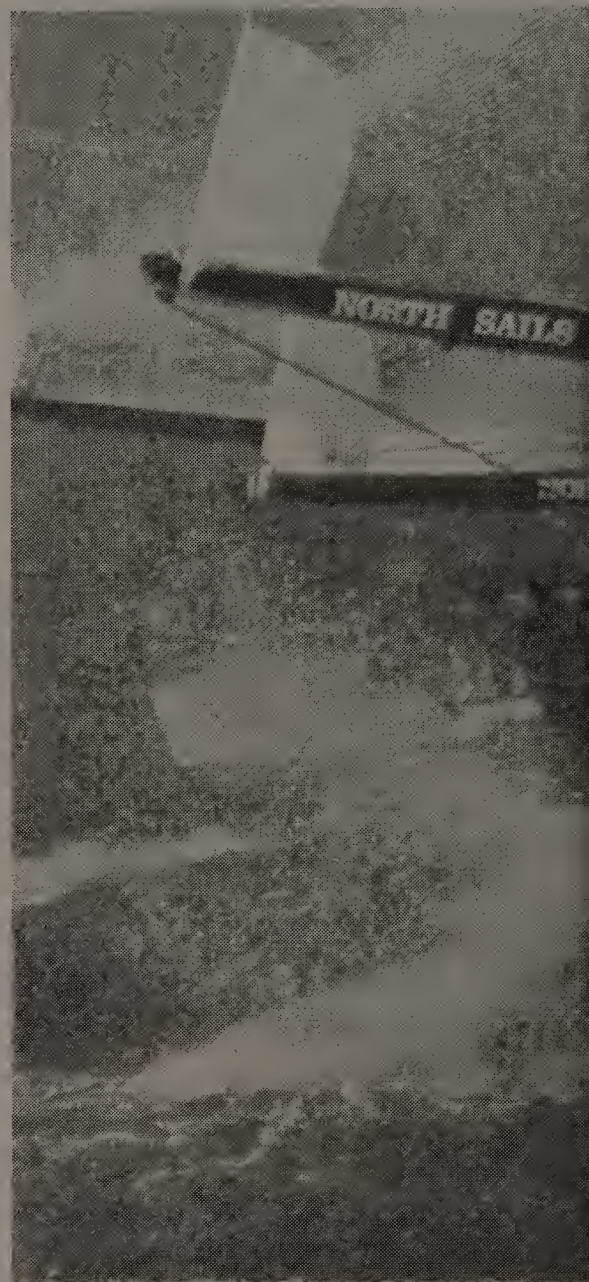
Below, 'Barking Mad' (center) in heavy traffic at the weather mark. Richardson is the fleet's first repeat Champion, having won the first Farr 40 Worlds in 1998.

Above, 'Barking Mad's crew are all smiles at the finish of the last race. Terry Hutchinson and Jim Richardson are at far left.

risks, and letting the crew of Jim Richardson's New England-based boat "do the things we do well to get us past boats." The strategy worked well enough to earn the 'Madmen' (and women) a 9,2,1,4,2,8,7,5,7,2 record in the 10-race, no-throwout series. They were never out of the single digits, and their 47-point final tally was more than 40 points ahead of the second-place boat, Massimo Mezzaroma's 2003 World Champion *Nerone*.

That's pretty amazing stuff in this fleet. "This Farr 40 Worlds is the best big boat regatta for owner/drivers there's ever been," enthused Peter Isler, who called tactics on Peter Stoneberg's *Shadow*. "Two or three years ago, any boat in the current top 10 would be far ahead. But the game has been raised so much since then." As if to underscore this observation, each of the 10 races was won by a different boat — and only *Barking Mad* put more than one second-place finish on the scorecard. It was enough to carry the baseball analogy a step further: Richardson and Hutchinson may not have hit any home runs, but they certainly pitched a no-hitter.

Thirty-one boats from five states and eight countries came to town for the Worlds, once again ably hosted by the St. Francis YC and held in mostly good breeze on the Treasure Island course. Although one of the big attractions of the Farr 40 class is that only four pros are allowed in the 9 or 10-person crews, the



third and first in the last two races, but by then it was too late. They ended up 14th.

"We figured if we could stay in the top 10, we'd do well," said Richardson, champagne in hand at the St. Francis docks after the last race. (Hutchinson was just climbing out of the water after



— MADMEN ACROSS THE WATER



Roaring 40s — 'Crocodile Rock' (foreground) chases 'Peregrine' (left) and two other partially obscured boats in this blistering run.

the traditional winner's dunking.) "But if anyone had told me that our 9th in the first race was going to be our worst finish, I'd have thought they were nuts!"

Of course, consistency doesn't mean much if the crew is not up to the task, and again, the *Barking Mad* crew were peaking at the right time. Stepping 'up to the plate' in the '04 Worlds for team *Barking Mad* were Morgan Trubovich, Skip Baxter, Dave Scott, Linda Lindquist-Bishop, Steve Inman, Tony Rankin, Kim Lidgard and the only local, Krissy Loewenthal of Mill Valley. Most had been sailing aboard the boat in local events since it arrived out here in late July.

(Although the class weight limit of 1,675 pounds can mean 9 big guys, Richardson always opts for 10 lighter ones because, "When it gets hectic, it's nice to have an extra pair of hands.")

The *Mad* crew did two important

things particularly well: not make many mistakes, and have the ability to recover when they did get into trouble. In the seventh race, for example, *Barking Mad* got a good start on the left side of the course, but couldn't tack to cross the

starboard boats. Owner/driver Richardson picks up the play-by-play:

"We were carried out to the port layline and overstood the mark. When we finally did tack, we came into the top mark with a bunch of starboard-tack boats. I thought of what happened last year (in the 2003 Worlds, in a similar situation, *Barking Mad*'s boom hit another boat, disqualifying them from that race) and felt we should just bear off and go around *Heartbreaker*. We somehow got around without fouling anybody, but we were in 26th place. *Nerone* was in third.

"We jibed around, got a great puff, passed about 12 boats on the run and had a good next beat. We slid in front of *Nerone*, put three or four other boats between us and finished seventh. They were 11th. *That's great crew work!*"

Richardson and Hutchinson have been sailing together on *Barking Mad* since 2000. They are both from the same relative neck of the woods — Richardson is a Boston attorney and Hutchinson is a Boston attorney and Hutchinson grew up sailing in Annapolis — so Jim had known of Terry since the latter was a 17-year-old *wunderkind* tearing up local race courses. When Richardson lost then-tactician Adrian Stead to a British Admiral's Cup effort in 1999, he didn't have to look far for a replacement.

"Terry was always a very talented guy," recalls Richardson. "But I really

LATITUDE/JR

RESULTS

boat	owner/tactician	homeport	points
1. <i>Barking Mad</i>	Jim Richardson/Terry Hutchinson	Boston	47
2. <i>Nerone</i>	Massimo Mezzaroma/Vasco Vascotto	Italy	88
3. <i>Warp</i>	Steve & Fred Howe/John Cutler	San Diego	104
4. <i>Le Renard</i>	Steve Phillips/Mark Reynolds	Arnold, MD	105
5. <i>Slingshot</i>	Chuck Parrish/Dee Smith	Hillsborough	110

Other West Coast Boats

13. <i>Crocodile Rock</i>	Alex Geremia/Scott Harris/Vince Brun	Sta. Barbara	138
14. <i>Samba Pa Ti</i>	John Kilroy/Paul Cayard	Los Angeles	139
16. <i>Pegasus</i>	Philippe Kahn/Morgan Larson	Soquel	150
18. <i>Groovederci</i>	D. & J. Demourkas/Stu Bannatyne	Montecito	159
19. <i>Shadow</i>	Peter Stoneberg/Peter Isler	San Francisco	163
23. <i>Pendragon V</i>	John MacLaurin/Bob Little	Los Angeles	200
25. <i>Peregrine</i>	David Thomson/Brian Ledbetter	Woodside	209
26. <i>Astra</i>	Mary Coleman/Howie Shiebler	Los Gatos	213
30. <i>Piranha</i>	David Voss/Gordon Palmer	Marina del Rey	276

had no idea how talented until he got on the boat and we started sailing better *immediately*. And he's not only a great sailor who's aware of everything that's going on around him, he's also a great leader — quick to yell if someone screws up,

ROLEX FARR 40 WORLDS

FARR 40 WORLD CHAMPIONS

year	boat	owner	country	race venue
2004	<i>Barking Mad</i>	Jim Richardson	USA	San Francisco
2003	<i>Nerone</i>	Massimo Mezzaroma	ITA	Porto Cervo, Sardinia
2002	<i>Le Renard</i>	Sieve Phillips	USA	Nassau, Bahamas
2001	<i>Alinghi</i>	Ernesto Bertarelli	SUI	Cowes, England
2000	<i>Southern Star</i>	John Calvert Jones	AUS	Newport, RI
1999	<i>Samba Pa Ti</i>	John Kilroy	USA	San Francisco
1998	<i>Barking Mad</i>	Jim Richardson	USA	Miami

but equally quick with praise the next time they do it right."

Hutchinson is also familiar with the vagaries of wind and current on the Bay, having won the '98 J/24 Worlds, a couple of 1D-35 Nationals and various other events on our local waters.

Earlier, we mentioned that one of the attractions of the Farr 40 class was a limit on the number of professional sailors allowed on board — part of the fleet's efforts to keep costs under control. The other big draw is the owner-driver rule, which is what swayed Richardson to the fledgling fleet in 1997. A corinthian sailor until then, Jim moved up to the Farr 40 from a J/30 or, as he puts it, "from a Volkswagen to a Porsche." *Barking Mad* was the 12th hull out of Carroll Marine's nearby Bristol, Rhode Island, plant. The boat and fleet has been pegging Jim's funmeter ever since. "What

it says in the literature is really true," says Richardson, who is current fleet president. "It's really a great bunch of guys, and I've developed some wonderful friendships racing these boats."

The Farr 40 class was conceived in 1995 and held its first Worlds in 1998. The class has been growing steadily ever since, with 136 boats now sailing worldwide and strong fleets in Europe, Asia and Australia. Very stringent one-design monitoring — crews are weighed and boats are both weighed and measured before major regattas (and spot-checked during; they must be identical down to the hardware on the deck) — puts the

focus on crew work. And maybe best of all, forget about those incomprehensible handicap rules. In this fleet, the first boat across the finish line is the winner.

There wasn't much time for the 'Mad hatters' to rest on their laurels after

the Worlds. A few days later, *Barking Mad* was back in the thick of battle at the Big Boat Series — and won their 10-boat division there, too! (See the article elsewhere in this issue for more on that event.) After the holidays, the boat heads to Sydney to defend her title at the 2005 Worlds, scheduled for March 1-4.

After that, the honeymoon is over for Jim Richardson and Terry Hutchinson — at least for a while. After Sydney, Terry takes off for Valencia to sail in the afterguard of the *Emirates New Zealand* America's Cup syndicate, and Richardson will be searching the ranks for a 'relief pitcher' up to the task of filling some pretty big shoes.

— latitude/jr

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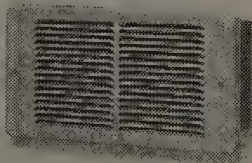
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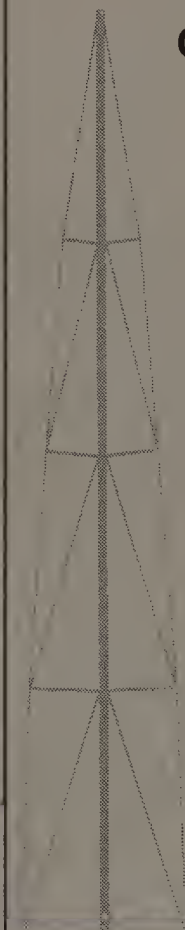
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BAJA HA-HA XI PREVIEW, PT II

Shortly before we went to press, the entry roster of Baja Ha-Ha XI grew to an all-time high of 167 entries, roughly 20% larger than in any of the past four years.

Why the increase? It's anybody's guess. The last time the entry total swelled to anywhere near this size was in 1999, at the height of the dot.com euphoria. Young technophiles were cashing out, buying big boats and casting off their docklines almost before they learned the difference between port and starboard.

This year, the economy isn't exactly booming, yet so many folks are packing up and heading for the sunny latitudes of Mexico that you'd think our southern neighbors were giving away free lobster and tequila at every harbor along the coast. Go figure. Perhaps it's because they're sick of all the partisan bickering that's been dominating the airwaves lately, or because the stars have reached some special alignment. Actually, we suspect it's simply because, in both good times and bad, most people still need an occasional break from the rat race. The folks you'll meet on these pages are doing just that.

When the starting gun sounds on October 25, hundreds of West Coast sailors will cross the Baja Ha-Ha XI starting line, bound for the great Cape of Baja. For some, the Rally will be the greatest adventure of their lives. (*Entries are presented here in alphabetical order. A final installment will appear in our November issue.*)



Pete and Sandee of 'Anamchara' are giving their kids an education in the school of life.

Air Power — J/41

Bob Grimes, Richmond, CA

Bob may not yet realize it, but we pre-

dict he's going to be a very popular guy within the cruising community. Why? Because he's worked for years as a refrigeration expert, and folks with his skills are often extremely hard to find 'out there'.

His "sugar momma," Pam, tolerates sailing as long as the boat doesn't heel too far over and she doesn't have to spend the night at sea. So she won't actually participate in the Ha-Ha, but will fly in occasionally to visit Bob as he explores the Mexican coast and points south. Daryl Donaldson and Gary Gebhard will be along as crew during the Rally.

An avid outdoorsman, Bob's hobbies include motorcycle racing, fishing, diving and sailboat racing. He says his motto is "fun in the sun" and we're pretty sure he'll have plenty of that during the Ha-Ha.

Amazing Grace — Nassau 34

John Hill & Yo Kaulukukui

Sunnyvale, CA

John says he signed up for the Ha-Ha because "it's going in the right direction. I tried north, tried east, now trying south. Will try west next." After exploring Mexican waters, he may eventually migrate out into the Pacific with the annual Puddle Jump fleet.

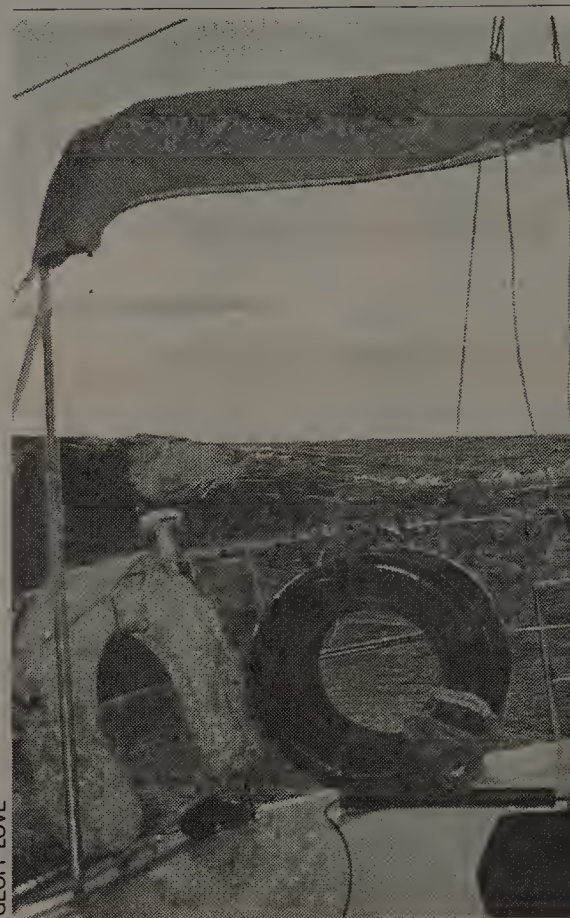
An interesting fact about this entry is that both John and his navigator, Yo, are native Americans, although from different tribes. John learned to sail nearly forty years ago, but this vintage double-ender is his first boat. Yo is apparently a longtime sailor also, having already completed a South Pacific circuit to Australia and back via the Philippines.

Anamchara — Jeanneau 36

The Sauer Family, Somers, MT

Pete, who learned to sail at the age of 15, says he introduced Sandee to the sport on their second date. Today, nearly 20 years later, they're not only happily married with two cute kids, but they're taking off on a grand adventure aboard their sleek Jeanneau 36.

"We are not going to let school get in the way of the education of our children," says Sandee — she ought to know, as she's a former school teacher herself. Their post-Rally game plan is to work their way south as far as Z-town, then eventually head back to San Carlos and put *Anamchara* on the hard.



GEORGE LOVE

Rounding out the crew will be Haylee, 10, Tristan, 6 and their uncle Tim Sauer. This may be the only boat in the fleet, by the way, that has crossed the Continental Divide twice (on a trailer, of course).

Antionette — Cal 34

Frank & Gail Connors, Sausalito, CA

"This trip is the fulfillment of a very old goal," say Frank and Gail. They learned to sail some 25 years ago and bought this good ol' Cal in 2000. As with many Ha-Ha entrants, this will be their first big offshore cruise.

We don't know a heck of a lot more about this couple, except that Frank

Meet Yvette (left) Chris and Beth of 'Aquamarine'. Also on board will be Grandpa Robert.



— CHASING THE DREAM



As the photo shows, Bob Grimes had big fun sailing 'Air Power' down the coast to San Diego, en route to the Ha-Ha starting line.

makes his living as a builder and Gail makes hers as a teacher. Having written that, perhaps we should have used the past tense. It's not clear from their entry forms whether or not they have officially retired yet — perhaps they're not sure themselves.

Aquamarine — Ericson 34 The Lab Family, San Diego, CA

The *Aquamarine* crew spans three generations of sailors. In addition to Beth and Chris (aka mom and dad), there's six-year-old Yvette and 75-year-old Grandpa Robert Lasley. When Chris and Beth announced their cruising plans, most of their friends and family members expressed shock and disapproval, but Grandpa — an ex-Navy man — immediately encouraged them: "Go for it! You do that! That's a good idea!" Perhaps knowing that attitude is everything when it comes to picking crew, the Labs soon invited Grandpa to join them.

Beth, a school teacher, learned to sail at the tender age of 9, and Chris, who now works as a technical writer, spent 10 years in the Coast Guard, sometimes involved with offshore search and rescue. "We've made a good team," they say, "teaching each other to sail and navigate and learning the rest together."

After the Rally, they have ambitious plans: a two-year cruise south, out to the

Galapagos and perhaps on into the Caribbean. "Flexible, we are!"

Aventura — Custom 55 Will McClatchy & Nicole Strocen Alameda, CA

"This trip looks easy," say Will, no doubt with tongue in cheek, "at least on the map. It's all downhill!"

Will lists his occupation as "entrepreneur," but we have no idea what endeavors he's been involved in — other than slaving away on *Aventura*. "She was practically

given to me in really bad shape, but two years of constant toil can do wonders."

Although neither Will nor Nicole has done a lot of offshore sailing, they've practiced their cruising skills while island-hopping through the Greek Isles. As to future plans? "We'll see."

Ayu — Hallberg-Rassy 46 Mike & Jan Moore, Sonoma, CA

Here's yet another unusual boat name. One member of the Rally Com-



Mike and Jan are dotcom bail outs going sailing in search of fresh air and peace of mind.

mittee suggested that the word *Ayu* might be a derivative of "Hey, you!" as in "*Ayu*, pass me that winch handle!" Actually, it is a Balinese word meaning

beautiful girl.

This is the second time that Mike and Jan have temporarily bailed out of the dotcom world to do a six-month cruise. "Two careers in technology with the right companies, and ten years of 80-hour work weeks allowed us to buy 'the boat of our dreams', an HR-42." They bought that boat on the East Coast and took her down to the tropics via the Caribbean 1500. After a stint of island-hopping there, they eventually brought that boat home to the Bay and in 2000 caught a bad case of 'bigger-boat-itis' — which resulted in the purchase of *Ayu*.

On the trip south, the couple will be joined by "deck monkey" Tom Rice and several others who have yet to be announced.

Blue Point — Nordic 46 Pat Price, Monterey, CA

"This is my seventh trip south," says Pat, "and I finally get to go with the Ha-Ha!" It's safe to say that cruising Mexican waters is Pat's passion. This time he'll cruise *Blue Point* until June, then leave her on the hard at San Carlos until the fall, when he'll pick up where he left off. "That's my annual plan," he explains, "until I'm too old to do it. As two of this year's 'elder statesmen', both he and crewman Tod Cleveland are young-at-heart septuagenarians.

While Nordic yachts are well known, it's interesting to note that *Blue Point* is the only 46-footer of its kind that the company built before closing its doors. Pat fell in love with the design even before she was built, and was quick to snatch her up back in 1997. Now he's very glad that he did.

Bonnie Belle — Beneteau 433 George Kornhoff, Long Beach, CA

This sleek Beneteau sloop began her sailing career down in the sunny Virgin Islands. If we've got the story right, George and his brother Paul sailed her up to Fort Lauderdale a year ago, then trucked her out west.

We were a little concerned about this entry initially. Listed under 'go-slow gear' on her entry forms is: "10 cases of beer, one drunk captain, one drunk navigator, three drunk crew . . ." Then we read the kicker: ". . . and one sober wife waiting at the dock in Cabo (who was stupid enough to fill out the entry forms for the drunks). We're not sure, but we suspect a bit of jealousy may have fueled that slanderous assessment of this all-guy crew. In any case, the rest of the cast will be Chuck Hardin, Brad Avery, Jim Goedert and Ken Haas.

BAJA HA-HA XI PREVIEW, PT II



Brothers George and Paul of 'Bonnie Belle' are bringing along a fun-loving crew.

Their post-Rally plan is to cruise south "for six weeks or so."

Bruja Marina — Hunter 466 **Joaquin & Griselda Sosa** **Ventura, CA**

This boat will be easy to spot out on the horizon, as a witch riding a broomstick is emblazoned on her spinnaker — bruja means witch in Spanish.

Why Joaquin and Griselda chose that name is unclear. But judging by their list of 'go slow gear' — which includes an air conditioner and two heaters — perhaps they needed some witch-power for a bit of extra propulsion.

The couple will doublehand to the Cape, then slowly work their way south to Panama and on into the Caribbean. Evidently their cruising timetable is open-ended.

Caballo Blanco — Cal 30 **Mike Pyzel & Kristen White** **Santa Barbara, CA**

For many years, whenever the *Latitude* editors needed a brain to pick regarding the Channel Islands, they called Mike who is a bona fide expert on those natural treasures. He's been leading educational trips to the islands aboard *Caballo Blanco* for as long as we can remember.

"I've helped hundreds of other boat owners leave to go cruising," he says. "Now it's our turn!" Remarkably, Mike's owned this same boat for 30 years, and during that time he's done just about every upgrade imaginable, including lengthening her from 28 to 30 feet. "She now has dozens of my own ideas which have worked well for coastal cruising and ocean trips. Twice, Mike has soloed to Hawaii aboard this trusty steed in the Singlehanded TransPac.

Caballo's first mate is Kristen White. Neither she nor Mike has cruised Mexico before, so their plans are extremely loose. "We'll just see how it feels in the morn-

ing, then decide," says Mike.

Celebration — Union 36 **Seth Andrews, Pt. Richmond, CA**

Seth explains that he worked all his life under the old adage of "deferred gratification." After retiring two years ago, however, he sailed off to Hawaii and, as he puts it, "I've been trying to grab all the gratification I can hold ever since."

A man who obviously enjoys offshore sailing, Seth made a previous trip to Hawaii and back in 1980, and a run down to Cedros Island in 1995. This time, his itinerary is uncertain, but he's considering a jaunt out to the Galapagos followed by a 3,000-mile passage to the Marquesas, then north to Hawaii and home.

Bill Hanson will join Seth on the *Ha-Ha*.

Coral Rose — Aloha 34 **John Aldous & Melanie Eslinger,** **Redwood City, CA**

"I'm starting on my way back to England," says John, "and it doesn't hurt to make a few friends along the way. Having begun his sailing career three decades ago, John has moved up through a progression of eight boats. This one was built at the Ouyang Boatworks in Whitby, Canada.

On the cruise south and beyond, John will be joined by Melanie Eslinger, "a very attractive young lady who loves to sail." They met through the Single Sailors Association and found they had similar dreams. They intend to slowly cruise south to Panama, take a six-month respite, then rejoin the boat, do the Carib-

One of the rewards gleaned after 800 miles of sailing is rounding Los Frailes at the southern tip of the Baja Peninsula — gateway to Cabo.

bean and eventually cross the pond to the UK.



John and Melanie of 'Coral Rose' had to pack for all weathers, as they're heading to Europe.

Cristal — Beneteau 423 **Micheal Sebring & Chris Jordon** **Alameda, CA**

Michael writes: "As a good friend always said, 'Without desire, it's only wind.'" We're not exactly sure what the heck that means, but we like it.

A software engineer by trade, Michael and his partner, sailing instructor Chris Jordon, plan to keep *Cristal* in Mexico for the season doing "lots of sailing!" They claim to be extremely enthusiastic about the trip, but one question lingers in their minds: "Who's bringing the boat back?"

Chris, by the way, plays a mean sax, so if you're offshore on some dark night and you hear something that sounds like John Coltraine imitating a primal scream, fear not. It's probably only Chris, sitting in the cockpit practicing his chops.

LATITUDE / ANDY



— CHASING THE DREAM

Cupid — Hunter 410 **Walt & Mary Lee Morgan** **Lahaina, HI**

Walt and Mary Lee tell us that the Ha-Ha will serve as the first leg of "the honeymoon that we never had." And it's liable to be a long one — they plan to cruise for 10 years or so.

Although we've never met them, we can tell you that this is one interesting couple. If even half of what they reported in their bio information is true, they've had very interesting careers. Mary Lee worked as a court reporter, often on high-profile cases. But when she was asked to cover the Michael Jackson case she said, "Not me. I'm ready to 'beat it,'" and promptly retired.

Walt's career, by contrast, is one of extremes. A sampling of his endeavors includes pioneering urban recycling programs, raising exotic birds, writing a third-party political platform and mastering massage therapy techniques.

Dharma — Gulfstar 50 **Laney & Rudy Ortega** **San Francisco, CA**

"We're way past ready to go," say Laney and Rudy. Apparently it's been a long, hard process rejuvenating this vintage Gulfstar. "She was a seriously neglected boat when we bought her in 1999," they say, "but she's now in her second life."

The way we understand it, the Ortegas — along with Cynthia and Urban Jones — will be continuing on to Puerto Vallarta after reaching Cabo, and they didn't say anything about coming back.

Dolce Vita — Fountaine-Pajot 56 **Mai Dolch, Belvedere, CA**

"This is my first time cruising with-



Mai will continue the dream trip aboard 'Dolce Vita' which she began with her late husband.

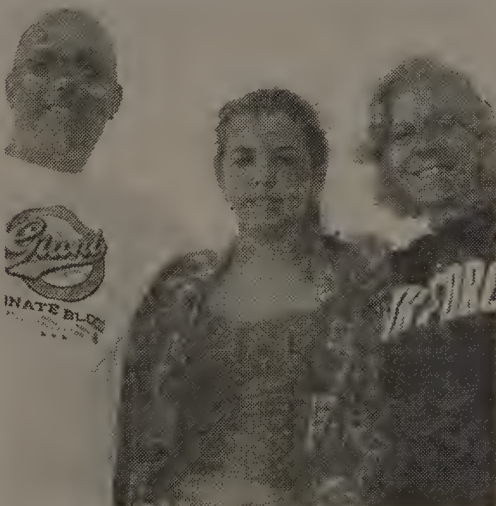
out my husband, Volker," says Mai. "I'll see how I can handle the sea and if I enjoy cruising without him." Sadly, Volker died a year or so ago.

Together they did the 2001 Ha-Ha on the same luxurious boat, and by all accounts had a splendid time. Now, by continuing on without him, Mai is living out the dream of long-term cruising that they shared together. "I'll continue to PV after the Ha-Ha," says Mai, "and spend a year cruising in Mexico."

Dolce Vita will have a fun-loving and experienced crew on the trip south: Dave Crowe and Hillary Kilduff — who've cruised Mexico on their own cat, *Humu Humu* — as well as Bob and Cathy Cliff.

Dr. John — Custom 45 ketch **The Clark Family, Fairfax, CA**

Judging by the bio information they supplied, the Clarks appear to be a light-



Cliff, Maddie and Courtney hope to soon be livin' the vida loca!

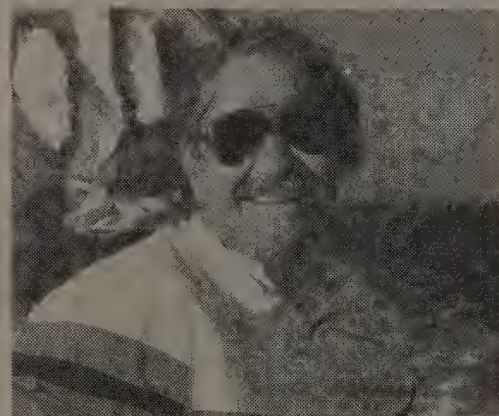
hearted, fun-loving group. Cap'n Cliff, we're told, is taking a year off work to "live the dream while still awake." His wife, Courtney, hasn't been to Mexico since 1978 and can't wait to once again

be "livin' the vida loca." After initially having her doubts, daughter Maddie, 14 — the youngest of seven kids — is now full of excitement about spending a year cruising Mexico and making new friends. Oh, and she's hoping somebody out there is into beach volleyball.

"I guess it comes down to a simple choice, really," says Cliff. "Get busy living or get busy dying." They've obviously chosen the former, as they plan to cruise Mexico and Central America, then head out to the South Pacific before turning homeward.

Elusive — Express 37 **Dick & Carol Desmarais** **Brisbane, CA**

We're not sure what inspired the name *Elusive*. Perhaps it refers to true love. In any case, Dick and Carol seem to have found that now. "This is a honeymoon cruise for us," they explain. "We were



For Dick and his wife Carol, the Ha-Ha is the start of a long honeymoon aboard 'Elusive'.

married this year — reunited after meeting on the East Coast 40 years ago." Now that's a story we'd like to learn more about.

Dick has been sailing for nearly three decades and has owned this trusty ol' Express since she was brand new in '88. He's done plenty of coastal cruising and racing aboard *Elusive* over the years, but his most ambitious trip to date was unique within the Ha-Ha fleet: a trip from Southampton, England, to Ibiza, in Spain's Balearic Islands.

Bill Somoza will crew on the Ha-Ha and, after the Rally, Dick and Carol will continue on to explore the Mexican mainland.

Fast Forward — C&C 34 **J. Michael Dungan, Berkeley, CA**

The name of this boat reminds us that there are many in Latitude 38's readership who would love to 'fast forward' to a point in their lives when they can take off on an extended cruise. Apparently

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that's exactly what J. Michael plans to do. After reaching the Cape, he intends to cruise the Sea of Cortez, then take the old Clipper Route out to Hawaii and home.

The skipper is a frequent racer, but the Ha-Ha will serve as his introduction to cruising. He's anxious to get this C&C 34 offshore where she belongs. "The ocean is what she was built to sail in," he says. "Out there she feels like a thoroughbred at the track." Additional crew are yet to be announced.

Fenella — Hunter 42

Hal & Kyle Hintze, San Diego, CA

In past years, there have been many father and son entries in the Ha-Ha, and this year is no exception. Father Hal, a retired attorney, and son Kyle, a rigger at West Marine, are apparently co-owners of this 10-year-old Hunter.

Although both Hal and Kyle are newcomers to the Ha-Ha (we think), their boat has done the event twice previously — so it already knows the way, right?

Post-Rally plans are not yet set in stone, but cruising on to Panama, across the Caribbean and up to Florida is likely.



Been there, done that. Hopefully, there'll be no more 'Freezing Rain' for Don and Marie.

During the Ha-Ha, Breck Jensen will be along as crew.

Flying Circus — F-27 tri

Dave Martin, Sacramento, CA

"I have had a lifetime of dreaming about, and messing around in, boats," says Dave. "Lately I have degenerated to sailing boats with 'training wheels' (trimarans). They don't heel as much as

real sailboats, but they don't sail as slowly either."

His lifelong passion for sailing has taken him on many adventures, including two Caribbean crossings, a trip to Hawaii and a previous Baja Ha-Ha aboard Rich Holden's F-27 *Sea Bird*. Our favorite factoid, however, is that his first boat was an "inner tube-based, broomstick-sparred, one-boy boat."

Flying Circus will cruise the Sea of Cortez before being folded up and trucked back home. Crew for the Ha-Ha is TBA.

Freezing Rain — Hallberg-Rassy 46

Don & Marie Irvin, Gig Harbor, WA

Some folks name their boats after things they love, such as *Golden Sunset* or *Fair Winds*. But the Irvins named this sweet 46-footer after something they hope never to see again: freezing rain like that which they endured on the day she was delivered to them. Don and Marie tell us that ever since that day, both they and their boat have yearned to head south.

Marie, an RN by profession, would have us believe that Don, a retired po-

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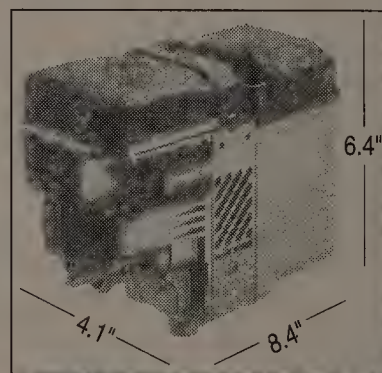


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lice sergeant, has the temperament of Captain Bligh, especially in the morning, but we're not so sure. Perhaps he just runs a tight ship. After all, he and Marie have done some pretty ambitious sailing, including a trip to Alaska, out to the Queen Charlottes and twice around Vancouver Island. They'll now be well prepared for their proposed trip to the South Pacific.

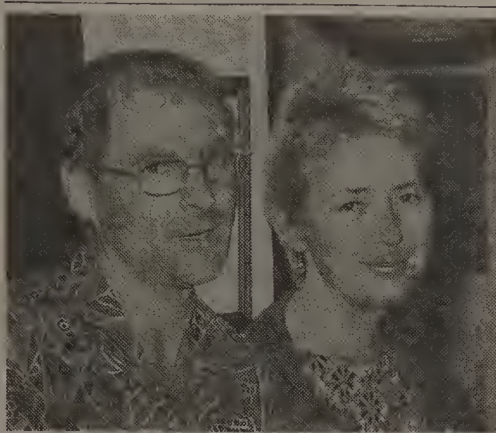
Rounding out the crew will be Jan Holmes and Dennis and Corinne Deyagher.

Full Moon — Cal 2-29 Neal Groff, Victoria, BC

Neal's sailing career began just four years ago. This is his second boat, but as he puts it, "This boat is a lot bigger than my canoe."

Since taking up the sport he's put his learning curve on the fast track by, among other adventures, singlehanding around Vancouver Island. We don't know any specifics about his future plans, but he intends to cruise. . . somewhere for the next five years or so.

With no other crew listed, we suspect Neal plans to singlehand, which is a no-



David and Kate of 'Incantation' hail from the cool waters of British Columbia.

no under Ha-Ha rules. No doubt the Grand Poobah will have to have a word with him. Neal's boat's name, by the way seems to have a double meaning, because he apparently enjoys sailing in the buff.

Halcyon — Pearson 385 Bill Rogers, Portland, OR

Perhaps the most unique thing about this entry is that Cap'n Bill has been deaf since his early childhood. However, he recently received a Cochlear Implant and is slowly learning to hear again. "Now,

for the first time in fifty years, I can hear the first sing and the crickets on a summer's evening," he explains.

Also notable is the fact that he and crewman Dennis Poppe are childhood friends who have been recently reunited after 35 years apart, and are now going off sailing together. Having Dennis along is particularly nice since, as Bill puts it, "So far, the marriage of each of *Halcyon's* owners has ended in divorce." Ouch!

Bill and Dennis aren't sure about future plans, but they do intend to "sail south far enough to see the Southern Cross."

Incantation — Santa Cruz 52 David Ratner, Vancouver, BC

"Bio: I was born; I am here; I haven't died yet. (Much to the chagrin of some, I know.)" While that may sound like a harsh personal assessment, at least we know that Cap'n David has a sense of humor.

David learned to sail as a child, and over the years he's done plenty of serious offshore passage-making, including a trip from Japan to Victoria and races from Melbourne to Osaka, and Victoria



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to Maui. Joining him on the Ha-Ha will be First Mate/Boat Babe Kate O'Neil, as well as others who are yet to be announced.

In answer to our question regarding future cruising plans David simply borrowed a line from Dickie Smothers, "Say goodbye, Tommy!"

Isis — Santa Cruz 52 Brendan Busch & Baba Muller La Honda, CA

Talk about a minimal break-in period, Brendan took possession of the sleek 52-footer just a couple of weeks before we went to press. No worries, though, she's a proven world cruiser, having done the 2001 Ha-Ha, then cruised the South Pacific as far as Australia under the name *Saperlipopette*. Thankfully, Brendan decided to change the name. We had a helluva time pronouncing that French expression during the morning roll calls.

Based in the Santa Cruz mountains, Brendan is an avid sailor who admits that he mostly tries to find "new ways to reach states of terror while racing." Now, however, he's decided to chill out a bit



Baba and Brendan will be cruisin' in style aboard their proven SC52, 'Isis'.

and give cruising a try with his lovely girlfriend, Baba, aka Surfer Girl. Formerly from Hawaii, Baba reportedly took up sailing after arriving here, as it was safer and warmer to be on the Monterey Bay sailing than in the Bay surfing. Together their game plan is to head back to Ensenada immediately after the Rally.

Jambo — Tanton 44 Evan & Flossie Gull, Aspen, CO

This is not your typical 'boy meets girl, couple goes sailing' story. When both in their mid-20s, Evan and Flossie met one day while skiing at Aspen. They fell in

love, got married a year later and, yielding to the travel bug, signed on to work in Saudi Arabia. "You had to make your own fun there," they explain. So they slowly built a Brown Searunner trimaran in their back yard and eventually sailed her in the Arabian Gulf and all over the Aegean. Even after moving back to the U.S. they kept the tri in Greece for a time, where they occasionally used her for summer cruises.

In 2000, after a long hiatus without a boat, they succumbed to the temptation to be boat owners again and bought *Jambo*. Now, with their boys in college they are sneaking off to recapture the sailing thrills of their youth. Plan A is to cruise south as far as Zihuatanejo, then back up to the Sea. Bob and Ruth Wade will join them on the Ha-Ha.

Kabrum — custom Frers 34 Peter Borges, Richmond, BC

This is one of the most unusual entries this year, as *Kabrum* is a one-off design by German Frers, built of strip-planked wood. Not only that, but her owner is Brazilian. "*Kabrum* is completely made of red Brazilian cedar and epoxy,"

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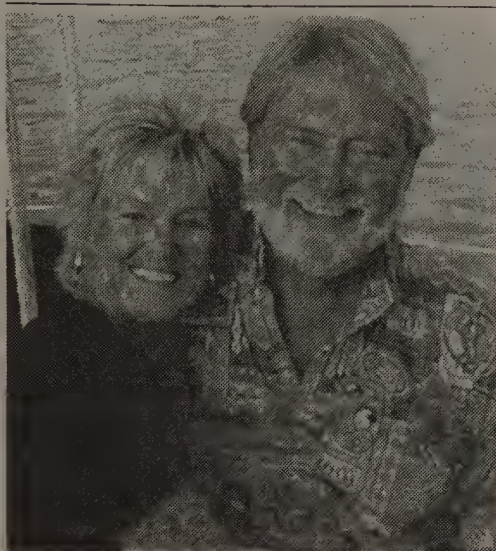
explains Peter, "and some components are carbon fiber."

An engineer by trade, Peter was undoubtedly interested in the design's combination of light weight and substantial strength. He did all the fitting out himself. Built in Brazil, she was launched in 1990, after which Peter spent three years cruising her north through the Caribbean to Fort Lauderdale. This time his cruising plans are unspecified, but we do know that his son Diogo and friend Erika Luger will be along as crew.

Libertad — Amel Maramu 46
Dennis & Virginia Johns
Santa Barbara, CA

"This will be warmup number one for our plan to circumnavigate in about 3 years," say Dennis and Virginia. From the looks of it, Virginia has bought into Dennis' cruising dreams only recently — he's been sailing for 40 years but she just started two years ago when they bought this boat.

Although she is a beautiful and well-built boat, they've had their share of headaches with her. Because she was formerly owned by an Italian, several



Some months from now, you'll find Tom and Nancy sailing 'Liberty' in the Med.

systems were of Italian origin, parts for which are no longer available. Having changed those systems now, however, *Libertad* is fully prepared for comfortable — and, hopefully, headache-free — cruising.

Additional crew are TBA. *Libertad* will remain in Mexico only a month this time before heading back home.

Liberty — Cal 3-46

Tom Reagan & Nancy Belet
Dana Point, CA

"We never thought we'd own a boat with two masts, nor leave on an open-ended vacation with 100+ other boats," says Tom. But they do, and they are.

They've owned this vintage Bill Lapworth-designed ketch for four years — believe it or not, she's Tom's 12th (!!!) boat since learning to sail in the 1950s. In these uncertain times, the percentage of Ha-Ha fleet members who plan to venture far from North America has dropped substantially since 9/11. But Tom and Nancy have ambitious plans. They intend to cruise south to the Canal, head for the East Coast, then across the pond to the Med.

During the Ha-Ha Dick Pazelli and Dave Vostrejs will be along as crew.

Lily Mae — CT 49

Simon & Charlyn Anderson
Las Vegas, NM

One of the interesting things about *Lily Mae* is that her crew will be comprised of both the current and previous owners. Before Simon bought *Lily Mae*,

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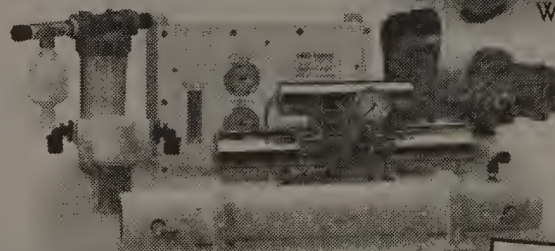
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Ervin and Jackie Villager spent 12 years cruising over 46,000 miles aboard her. (The boat was then named *Helvetia*.)

Originally from England, Simon seems like quite a character. During his long working career he's founded and run a wide range of businesses — most of them successfully. From manufacturing to tea importation to landscaping, Simon has done it all. But these days his focus is on making new landfalls with Charlyn.

By the looks of it, Charlyn's sailing career is just beginning, but she's certainly doing it in style. After the Rally she and Simon plan to cruise to the Caribbean and, well, wherever the wind and their instincts take them.

Maggie Drum — Whitby 42

Joe & Cindy Barnes, Anacortes, WA

"We're so jazzed about the Baja Ha-Ha that we can't hardly stand it!" say Joe and Cindy. Setting sail for the Cape will be particularly sweet for them, as they signed up last year but had to bail out due to "trying to do too much in too little time."

The couple apparently intends to stay



After a false start last year, nothing's going to stop Joe and Cindy of 'Maggie Drum'.

'out there' as long as possible. Along the way, Joe, a marine electrician by trade, hopes to supplement their cruising kitty by "assisting hapless boaters with their electrical or electronic necessities." Cindy, an insurance expert, also has an ace in the hole in that her old company will be happy to have her fly back and do consulting whenever she needs some additional pesos.

Friends Terry and Diane Emigh will

crew during the Ha-Ha.

Make It So — Moody 41

Anthony Wiseman, Mountain View, CA

"Production boat, production skipper; nothing out of the ordinary," says Anthony. "I am, however, the official solar system representative for the United Federation of Planets Yacht Club Earth Flotilla." Hmmm. . . With that, plus the name of the boat — a favorite expression of *Star Trek's* Captain Picard — we get the impression that Anthony might just possibly be a sci fi nut.

At the very least, he's got a creative sense of humor: "I'm too old to join the circus, so I thought I'd sail to Mexico." Joining him on the run to the Cape will be Greg Walcott and perhaps others who have not yet been announced.

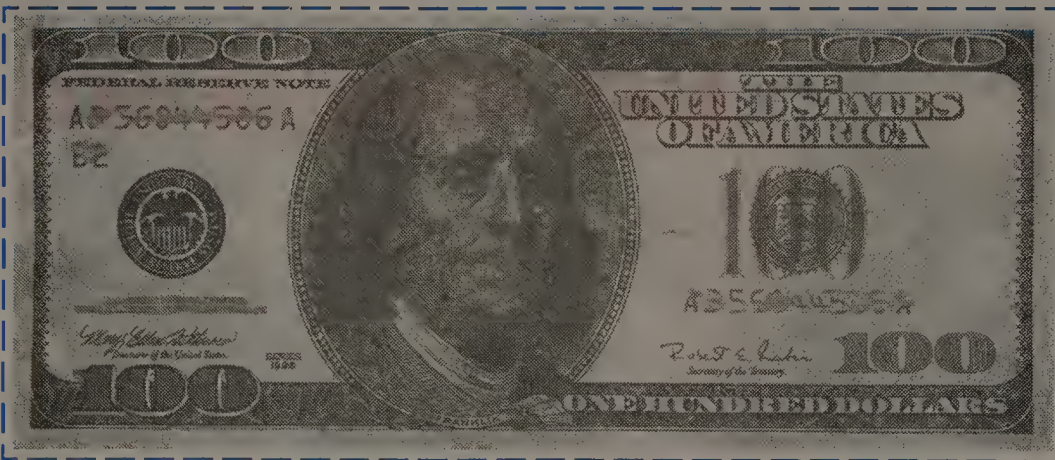
Maya — Westsail 32

Rick Meyerhoff, Sausalito, CA

Like many Mexico cruisers, you'll find Rick down in old Zihuatanejo come Christmas time. Having previously made a trip from San Diego to Acapulco, he undoubtedly knows that Z-town is one of the most charming towns along the

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mainland.

A financial adviser by profession, Rick has been sailing since bell-bottom jeans and paisley shirts were popular. Other than that we don't know a heckuva lot about him except that he's definitely looking forward to slowing down and "appreciating the beauty of Mexico."

Megabyte — Maxum 4600
Dave & Debbie Lenartz
Coeur d'Alene, ID

Megabyte is actually a power boat, but we should point out that Dave and Debbie are also sailors. And to get into the sailing mindset they plan to watch their DVD version of *Voyage of the Black Pearl* the whole way down (while the autopilot drives them to the Cape).

For Dave, a software entrepreneur, and Debbie, a marketing consultant, this seems to be a perfect time to take some time off, especially with "the technology market still in turmoil and the implosion of yet another software startup." So they've adopted the following as their theme for this cruise: "Life is short, so why not?"

Their first big cruise aboard *Megabyte*



Eventually, Bill and Karen expect to hang a left and head for the South Pacific aboard 'Miela'.

in 2001 took them all over the Pacific Northwest, so they're well seasoned and — if you'll forgive the pun — ready to roll.

Miela — Moody 44
Bill & Karen Vaccaro, Chico, CA

In case you're wondering, in Italian, *miela* is a common woman's nickname meaning 'honey'. And by the looks of it,

Bill and Karen plan to have a sweet time on their open-ended retirement cruise.

They began sailing together 15 years ago and bought this Bill Dixon-designed beauty less than two years ago — their tenth boat! Over the years they've done several long coastal trips, plus a one-way from the Grenadines to Florida.

Although few sailors' plans are ever rock solid, Bill and Karen expect that they'll eventually hang a left and Jump the Puddle to the South Pacific. Crewing for them on the Ha-Ha will be Carl Lieberum, Steve Emick and Joe Brandt.

Mildred Kane — Valiant 32
Jason Ward & Joan Wright,
Emeryville, CA

We're always curious about the origin of boat names, especially when they're named after a person. This classic 32-footer, Jason and Joan's first boat, was named after the "old Quaker woman" who helped raise Jason on an Oregon farm and taught him how to sail.

Joan's introduction to boating was aboard a canoe — a craft which her father raced near their Ohio home. She's got plenty of accomplishments to be

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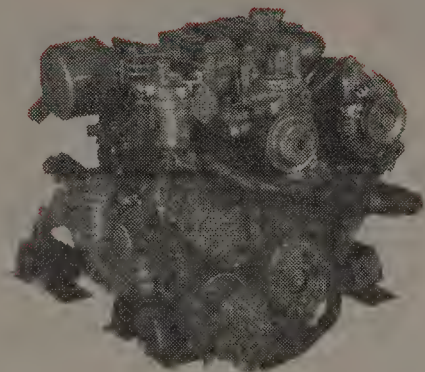
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BAJA HA-HA XI PREVIEW, PT II

proud of, including becoming a vet, but we like her childhood achievement of making it to the world championships in her home-built Soap Box Derby car. Really!

The couple moved to the Bay Area from Oregon five years ago so they could do "sports on the water, rather than sports in the (rain) water." Today their sailing skills have been honed and they're psyched for an open-ended adventure. Jason's sister Annie-Laurie will be along on the Ha-Ha.

Misfit — Islander 36

JC Sprinkle, Stockton, CA

We've never met JC, but we like him already since he was man enough to admit that he once ran this Alan Gurney-designed plastic classic aground off Port Chicago and couldn't float her off for two days.

A retired Navy man, JC has more sea miles beneath his belt than most Ha-Ha entrants, and plenty of them were aboard sailboats. He crewed, for example, for Merl Peterson — the 'King of the Pacific' — aboard *Viveka* during Merl's storied circumnavigation.



With a zillion hours of refit work behind them, Sally and Sam are ready to enjoy 'Moana'.

With Lloyd Reichard along as crew, JC plans to do a circuit through the Sea of Cortez and along the Mexican mainland before bashing back home in the spring.

Moana — Downeast 32

Sam & Sally Peterson, San Diego, CA

"We've brought life back to *Moana*," say Sam and Sally, "and she's now bring-

ing us back to life." As both are only 30ish, they're among the youngest of Ha-Ha boat owners, but apparently they've seen enough of the rat race to need a break — a common thread within the fleet.

As they implied above, *Moana* was "cosmetically challenged" when they bought her, but after more than 1,000 hours of TLC she's been restored to her former glory. The couple's game plan? After reaching Cabo, they'll head north into the Sea of Cortez, then do some exploring along the Mexican mainland.

Moir — Valiant 42

Larry & Susan Shick
San Francisco, CA

"It took the skipper 25 years to persuade the mate (Susan) to cruise south," says Larry. "But by gum now we're here, heading south and loving it!"

According to their entry forms they were motivated to join the Ha-Ha by "shame" and "socialization." Explaining the former they say, "If everyone else can do this, so can we." Regarding socialization, "This *must* be a good way to meet other cruisers heading south."

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— CHASING THE DREAM

Having retired last January, their time is now their own, so they'll continue to cruise after the Rally, south to the Canal and on into the Caribbean.

Moonlight — Hunter 42

Ron Olson & Yen Trinh, Oxnard, CA

After a long career as a chemical engineer and project manager, Ron turned to doing boat deliveries as a means of following his 40-year passion for sailing. And as he puts it, "Yen rides wherever the skipper goes." So they both have lots of ocean miles under their belts.

This time, though, they'll be on their own schedule. Ron has more or less retired and Yen has quit her job — also in chemical engineering — to "join the ranks of the unemployable." Post-Rally, they'll continue south, then eventually face the toughest of cruiser decisions, whether to turn left or right. They'll decide based on "Whatever feels good."

Music — Island Packet 40

**Bruce & Bobbie McPherson
Sausalito, CA**

There's an interesting story here, but unfortunately we don't know all the de-



Bobbie and Bruce somehow swapped their old boat for their dream boat, 'Music'.

tails. "Music is our dream boat," say Bruce and Bobbie. They explain that they fell in love with her at a 1994 boat show, but couldn't afford her at the time. Later, however, "due to a unique set of circumstances the original owner swapped her for our old boat — really!"

Bruce and Bobbie have both been sailing for two decades. They both crewed on the second Ha-Ha Rally back in '95 aboard *Amazing Grace*, and Bruce crewed again the following year. So they're well aware of the route to the Cape, but making the trip on their own boat will be particularly sweet. "It's finally our turn, and on our boat! It's to-

tally awesome to be setting our sails for warmer waters." Having recently retired from high tech careers, their voyaging will be open-ended. During the Ha-Ha, fellow Island Packet owners Doug and Cathrine Hounshell will be along as crew.

Magic Dragon — Tayana 47

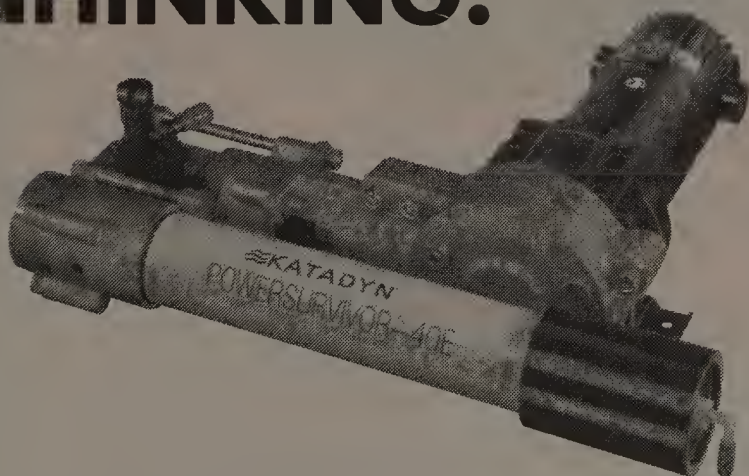
Claude & Ida Hill, San Pedro, CA

We certainly hope Claude and Ida have good luck and grand adventures in their new cruising career, as they've certainly earned it. She recently retired from a long career as an elementary school teacher and he was the director of a special ed. school.

During their 15 years of sailing together, they've owned two other boats, stepping up to this sleek Tayana just a few months ago. *Magic Dragon*, by the way, is based in Ensenada so they'll be among several boats that will be joining the fleet from there. With just the two of them on board, they'll be traveling in comfort during the ride along the Baja coast. After the Rally, they plan to head up into the Sea of Cortez, exploring its waters until May. After that... it depends on which way the wind blows?

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BAJA HA-HA XI PREVIEW, PT II

Nakia — Han Christian 33 John Gratton & Linda Hill San Francisco, CA

Although still in their forties, John and Linda have both bailed out from high tech careers for a stint of glorious cruising. As one former Ha-Haer put it, "Work will always be there, but your youth will not."

John's sailing career goes back to high school, when he first took to the waves in the Sea Scouts. Linda got her start crewing for John on his International Fireball, where she earned the moniker "human teabag."

Although younger than many in the fleet, they, too, have been anxiously awaiting their turn to get 'out there': "We've been living aboard for 13 years, and are *finally* making it out of the slip!"

Joining them on the run to Cabo will be Joann Reed and Phil MacFarlane, who both crewed on the 1999 and 2000 Ha-Has.

Nala Setia — Bounty II The Cameron family Fern Ridge, OR

"This boat has been around the world



John and Linda are on the 'play now, work later' plan while cruising aboard 'Nakia'.

once, around the Pacific twice, upside down once and survived a collision with a whale!" explains Richard. "If we point her nose in the right direction she will take fine care of us."

We had to blow his cover, as he's probably hoping for a peaceful, carefree life while cruising the Sea of Cortez after the Ha-Ha, but we just can't keep quiet about

the fact that Richard is a marine mechanic who specializes in watermakers and generators. Boy, is he going to make a lot of new friends!

He and Linda, an accountant and human resources specialist by trade, both started sailing about 12 years ago, and since then have owned three boats. We were delighted to learn about all of *Nala's* travels, since it was aboard a similar *Bounty II* that the first issues of this magazine were laboriously cobbled together. The final member of *Nala's* crew will be 15-year-old Max.

Wheeeehhhh! That's a lot of south-bound sailors. And, would you believe, there is still a third of the fleet left to profile next month. Hopefully by then we'll have worked through our writer's cramps.

During the event check out *'Lectronic Latitude* for uploaded photos and Ha-Ha news. Then, in our December issue you'll find a complete wrap-up report. If you can't go yourself, there's no reason you shouldn't enjoy the ride vicariously.

— *latitude/aet*

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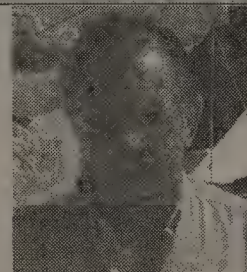
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2004 MEXICO-ONLY

In the spirit of all that fair and balanced reporting of our major media brethren, we have some bad news about the 2004 Mexico Only Crew List: Certain memos have come to our attention that detail what each and every one of you was up to 30 years ago — and most of you should be slapped. For those who weren't born yet, if you're anything like your parents, you

IMPORTANT NOTE: *Latitude 38* offers the Crew List as an advertising supplement only. We neither make nor imply any guarantee, warranty or recommendation as to the char-

acter of individuals participating in the Crew List, the condition of their boats, or any weather or sea conditions you may encounter. You must judge those things for yourself.

should be slapped, too.

But that's not the half of it. Within this most recent group of folks headed south, there were telltale signs of unrest. For example, on the next few pages you'll find slightly fewer boats looking for crew than there were last year — but slightly more people looking for crewing spots. And there you have it in a nutshell, ladies and gentlemen: a government out of control. Politicians gone berserk. A nation gripped by fear. And a world headed to hell in a supersonic handbasket.

But enough about the important issues. Welcome to the 2003 Mexico-Only Crew List, the place to be if you are looking for a boat on which to crew to Mexico this season, or a boat owner looking for crew.

First things first: The Crew List may be used by anyone. Your name does not have to be listed here. But everyone who does use the list must first acknowledge the disclaimer in the thin gray box at the top of this page. If you can't accept what it says, please do not take part.

Of course, as we've stressed since day one, if your name does appear on these pages, there are numerous advantages. First of all, everyone who appears here took the time to fill out a form and send it in with a small advertising fee. (The forms appeared in our August and September issues.) By appearing here, people can not only make calls, they will also receive them, effectively doubling their chances of finding a boat or crew.

It also makes it easier to 'check out' anyone who calls you. When you answer the phone, have this issue nearby (with an appropriate bookmark on these pages) so you can do a quick check of the person to see if his/her wants and desires match yours.

Another big advantage is that you get into the Crew List party for free, while everyone else has to pay. More on that later.

Here's how the Crew List works: If you're a boat owner who needs crew, simply scan the columns of men, women and couples who 'Want To Crew'. Decode their skills and desires using the information in the 'code' boxes, and then call those who most closely approximate what you're looking for.

Crew do the opposite: check out the boat owners, types of boats, planned destinations and so on (again, decoding their stats using the 'Looking For Crew' box), and call the ones who interest you most. Once you make the call — or someone calls you — be ready to give and conduct a mini-interview with each other. Crew might ask things like how long the skipper has

been sailing, how many other crew will be aboard, how much time might be spent at each stop, when the boat was last surveyed, how much work might be expected on the boat in

each port, information about shared expenses, if any — that sort of thing. Boat owners calling crew might want to ask about sailing experience (or lack thereof), Spanish skills or compatibility with crew, wives, kids, etc.

It's a good idea to make up some 'interview sheets' before you make or receive your first call. Write out each of your questions and leave space below each question to jot down answers. Print out 25 copies if you're a man and 50 if you're a woman. (Or run off that many at Kinko's.) Then, with each new call, simply pull out a fresh sheet and you're ready to go. Be sure to write down the caller's name *first thing* on the top of the page, because by the fourth or fifth call, you won't remember who said what. (We've had to learn this the hard way.)

Here are a few more Do's and Don'ts to make things go more smoothly.

- **Do** seize the day: If you can, start making calls the day you pick up this issue. Just like all the bargain boats in our *Classy Classifieds*, the best deals often go quickly.

- **Do** confine your calls to sailing issues only. Please leave the hormone thing for other places and times. As we've mentioned many times over the years, nice relationships and maybe 8 to 10 marriages have come about as a result of participation in the Crew List — but all these blossomed from initially platonic sailing arrangements. So keep it clean.

That said, some women Listees will still get calls from guys who think — and probably look — like the truck driver in *Thelma and Louise*. Which is why many of the women here are listed by first name or pseudonyms only. We actually encouraged them to do that for added security. We now also encourage women to ask as many questions as it takes to clarify crew duties and obligations if they suspect an overactive imagination on the other end of the phone. It's better to discover these things out 'in here' rather than 'out there.'

- **Don't** call anybody before 8 a.m. or after 10 p.m.
- **Do** have realistic expectations. Not all boats have interiors like Swans or go downwind like turbo sleds. Not all passages are smooth and sunny. Not everyone in a

large crew will immediately like everyone else, and small crews can be even touchier to get right the first time. Newcomers should keep in mind that successful cruising requires a definite attitude adjustment, and the easiest way to start is to leave all egos on the dock. You won't really need them until you get back to the rat race, anyway.

- One corollary to the above is directed specifically at skippers:

HOW TO GET TO THE PARTY

To get to Encinal YC (from the north or south), exit Highway 880 at 23rd Avenue and head west, toward the Bay. (If you're coming from the south, you'll have to make a U-turn and cross back over the freeway.) Go over the Park Street bridge. At the second light past the Bridge — Buena Vista — make a right. Go one mile and turn right on Sherman. Go over the railroad tracks and make another right on Triumph. Go to the end of the block. The Oakland YC will be right in front of you. Turn right and continue to the end of the parking lot. EYC will be on your left.

don't be put off by a potential crew's age. Bronzed young studs or studettes are fine for leading charges onto a pitching foredeck in the middle of the night, but we've always appreciated the wisdom and humor of sailors with a little mileage under their keels, too. Plus the latter group usually brings along better music. Give everybody a chance.

• This one should be obvious to both skippers and crews, but **do** try to arrange a trial sail and overnight anchorage with the prospective crew locally before you make any final arrangements or choices.

• Finally — and above all — **do** be honest. Don't try to 'make up' experience you don't have or tell contacts what you think they want to hear. As we've said in every Crew List over the last 20 years, in sailing, if you don't know what you're talking about, someone who does can recognize it instantly.

To which some of you new guys might reply, "But I'm inexperienced. Doesn't that put me at a disadvantage?" The answer is yes — if you want to crew at the next America's Cup. But on cruising boats, some skippers actually prefer one or two less-experienced crewmembers. They're easier to train to the skipper's way of doing things — and much less prone to argue about it — than a more experienced hand.

Now about the Crew Party. Our fall party — scheduled this year for Wednesday, October 6, from 6 to 9 p.m. at the Encinal YC in Alameda — has taken on a new identity. What used to be a relatively small get-together for Crew List participants has grown into a comparatively large event for Crew Listers, Baja Ha-Ha participants and veterans, transient and local cruisers headed to Mexico, sailors who hope one day to go to Mexico, left-handed, red-haired sailors. . . well, you get the picture — come one, come all. There'll be munchies, T-shirts, an inflatable liferaft demonstration, no-host bar, and lots of like-minded sailors all looking forward to cruising south of the border.

For Crew Listers in particular, the party offers several opportunities. First, if you've done the preliminaries on the phone, you can arrange to meet your prospective crew or skipper there for the first time. It's a great 'neutral ground'. Secondly, you can actually *make* your Crew List connection there. All Crew Listers get name tags color coded as to whether they're looking for a boat or looking for crew. If you haven't made your connections over the phone, that's how you make them at the party. Third, if you have any questions about cruising Mexico, the Ha-Ha vets (who will have their own name tags) will be more than happy to answer them. There will also be famous guests, equipment demonstrations, West Marine reps with discount cards and even the Grand Poobah of the Baja Ha-Ha himself.

If your name appears on *this* Crew List, you get in free. If you are the captain and/or first mate of a boat signed up for Baja Ha-Ha XI, you get in free. Everybody else pays \$5. Please try to have exact change, or at least something smaller than a \$100 bill.

Well, that's about it. We don't *really* care about what you all did 30 years ago (although that thing backstage at the Jefferson Airplane concert was pretty entertaining). And as much as we joke about it, we do hope all our Crew Listers vote on November 2, or make provisions to do so by absentee ballot.

See you out there!

NEED CREW

MEN NEEDING CREW FOR MEXICO

Bob Grimes, 57, (530) 432-1234, (530) 320-4762 (cell), J/41 IOR for 2,3,5 (cruising Mexico)/exp 1,2/want 2,3,4,5,8.
David Crowe, 60, (408) 396-6589, catman70@hotmail.com, 70' catamaran for 2/exp 1,2,3/wants 1,2,4,9 (Mexico-Nov. '04-Apr. '05).
David Kory, 41, dkory@sbcglobal.net, ULDB 65 for 5 (Cabo & PV races 2/05, 3/05)/exp 1,2,3/wants 1,2,6.
David Southwell, (949) 300-1886, vizon@ixpres.com, 54-ft ketch for 1,2,3,5 (legs to Panama, across Carib/transatlantic)/exp 2,3/wants 1,2,4,9.

CODE FOR PEOPLE LOOKING FOR CREW

I NEED CREW FOR:

- | | |
|---|------------------------|
| 1) For the trip down | 5) Return trip up Baja |
| 2) While in Mexico | 6) Other _____ |
| 3) Sea of Cortez Sail Week (April) | |
| 4) For Baja Ha-Ha 11, the cruisers' rally to Cabo starting October 25 | |

MY EXPERIENCE IS:

- | | | |
|--------|----------|---------------------|
| 1) Bay | 2) Ocean | 3) Foreign Cruising |
|--------|----------|---------------------|

I AM LOOKING FOR:

- 1) Enthusiasm — experience is not all that important
- 2) Moderately experienced sailor to share normal crew responsibilities
- 3) Experienced sailor who can a) share navigation and/or mechanical skills; b) who can show me the ropes
- 4) Cooking, provisioning or other food-related skills
- 5) 'Local knowledge': someone who has a) been to Mexico before; b) speaks passable Spanish
- 6) Someone to help me bring the boat back up/down coast
- 7) Someone to help me trailer boat back up/down coast
- 8) Someone who might stick around if I decide to keep going beyond Mexico
- 9) Other _____

Dean Stevens, 62, (775) 742-6769, 33-ft sloop for 1,2,3(?)4, or continue on if mutually agree/exp 1,2,3/wants 1,2,4,8.
Doug Nash, 71, (949) 633-1770, nashsail@aol.com, 43-ft cutter for 1,2,3,5 (on to SoPacific, etc)/exp 1,2,3/wants 1,2,4,8,9 (female for long term relationship).
Gene M., 49, (831) 375-0648, gmaly101@msn.com, Capo 32M for 1,2,4/exp 1,2,3/wants 1,2,4,6,9 (long term cruising in Mexico).
Glenn Andert, 51, (650) 279-6106, glenn_andert@msn.com, N/M 56 for 2,5(South Pacific)/exp 1,2,3/wants 1,8,9 (South Pacific).
Glenn Burch, 64, (707) 479-7234, 42-ft wooden gaff schooner for 1,2/exp 1,2/wants 1,2,3,4,5,8.
J.C. Sprinkle (John), 60, (209) 468-4676, (209) 952-9662, jc.sprinkle@comcast.net, Islander 36 for 1,2,5 (SF to SDiego)/exp 2,3/wants 2.
J. Michael Dungan, 58, (510) 841-6750, (510) 326-2163 (cell), C&C 34 for 1,2,3,4,5 (Hawaii)/exp 1,2,3/wants 1,2,3a,5b,6,8,9 (flexible, compatibility is key).
John, 58, sailinman@earthlink.net, 40-ft ketch for 1,2,5 (open-ended Pacific)/exp 2,3/wants 1,2,3,4,5,8,9 (diver, physically active).
John Aldous, 60, (650) 364-2752, Aloha 34 for 1/exp 1,2/wants 2,3,9 (male or female, similar age).
John Wheat, 64, jaw@cwnet.com, Islander 36 sloop for 1,2/exp 1,2/wants 1,2,3a,b,4,5a,b,8.

2004 MEXICO-ONLY

MEN NEEDING CREW — CONT'D

Joseph Villalpando, villalpandojj@hotmail.com, (213) 368-4935, (323) 251-2696 (cell), 27-ft sloop for 1,2,3,4/exp 1,2,3/wants 3,4,8.
Neal Groff, 48, nealgroff@hotmail.com (currently cruising), Cal 2-29 sloop for 1,2,3,5 (cruising)/exp 1,2,3/wants 1,2,5b,8.
Norm (sv Imagine), 40, steller_norm@yahoo.com, Westsail 32 for 1,2,4,5 (Catalina, SoCal)/exp 2/wants 1,2,6,9 (clean, neat, no worms, even if in a can).
Paul Biery, 63, sailn50@comcast.net, Catana 43 for 1,2,3,4,5/exp 1,2/wants 1,2,4,5,6,8.
Rick Meyerhoff, 57, (415) 331-0500, Westsail 32 .. for 1,3,4/exp 1,2,3/wants 1,2,6.
Rick Whitfield, 59, (510) 620-1969, rick_whitfield@hotmail.com, Hunter 290 for 1,2,3,5 (Rally to Paradise 11/9-12)/exp 1,2/wants 1,2,3,4,5,8.
Scott Fisher, 52, (415) 453-8911, Columbia 10.7 for 1,2/exp 2/wants 2,8,9 (self reliance, responsibility).
Steven Abaño, 43, (415) 756-7273, 36-ft S2 11.0C for 3/exp 1/wants 3.
Wendell Williams, 65, (970) 613-1315, wendellwilliams22@hotmail.com, Hans Christian 38 cutter for 1,2,3/exp 2,3/wants 2,3,4.

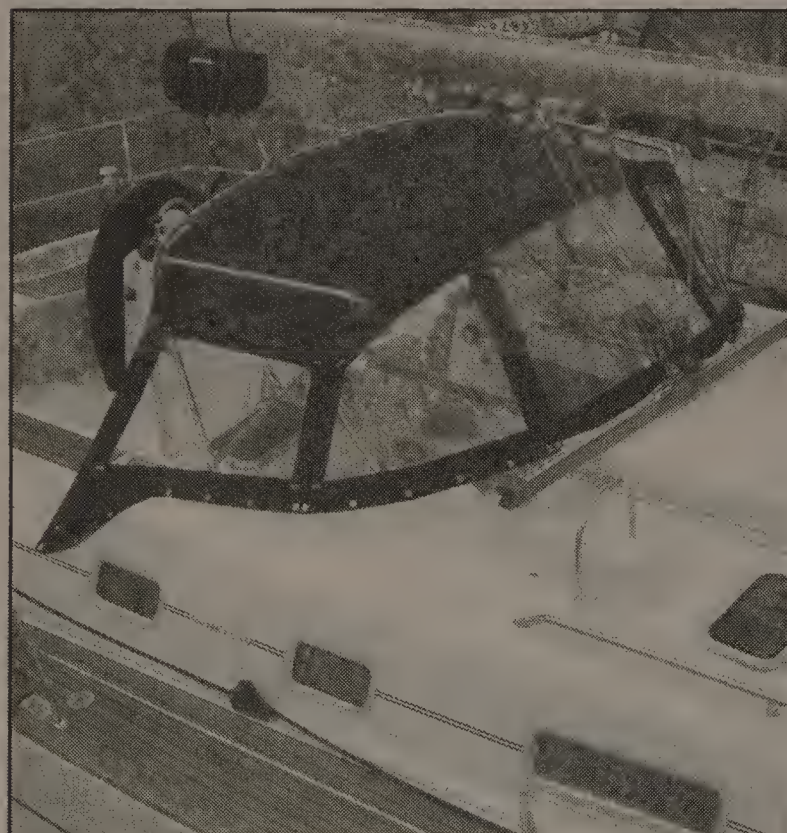
COUPLES NEEDING CREW FOR MEXICO

Frank & Gail Connors, 55/52, (707) 481-0187, Cal 234 for 1,2,3/exp 1,2/want 2,3.
Howard & Judy Wang, 62/62, (805) 451-0092, 42-ft Catamaran for 1/exp 2,3/want 2,9 (non-smoker, share only alcohol-no drugs).
Laney & Rudy Ortega, 57/59, (209) 728-2044, ortega@goldrush.com, Gulfstar 50 sailboat *Dharma* for 2,5 (Cabo to PV, 11/9-12)/exp 1,2/want 3a.
Marty Gilmore & Marta Krissovich, 54/53 (213) 713-2425 or (310) 487-6105, DawnTreader40@yahoo.com, 40-ft Jeanneau Sun Odyssey for 1,5 (leaving mid-Nov.)/exp 1,2,3/want 1,2,3,5.
Sam & Nadia Calmes, 32, sam.calmes@stanfordalumni.org, Jeanneau 37 for 1,3/exp 1,2,3/w

WANT TO CREW

MEN TO CREW FOR MEXICO

Alex Marr, 68, (360) 856-2553, marra@asme.org wants 3/exp 4/offers 3,4,5.
Allen Hilburn, 54, allenhilburn@hotmail.com wants 3/exp 2/offers 2,4.
Art Urbin, 52, (408) 985-2107, art@urbin.com wants 1,2,3,5(?) /exp 4a,b,c/offers 2,3,4,5.
Bob Pankonin, 62, (831) 622-0531, robpank@hotmail.com wants 1,2,3,4/exp 4/offers 3,4,5a.
Bob Pezzoli, 60, (925) 631-0545, pezzoli@comcast.net wants 1,2,3,4/exp 4a,b/offers 3,4.
Bob Pringle, 60, (415) 285-4225 (hm), (415) 254-1647 (cell) wants 1,2,3,5 (on to PV)/exp 2 (windsurf 10 yrs/Rhodes 19)/offers 2,5b,6,windsurf Mex.
Bob Reily, 51, bkreily@highstream.net wants 1,2,3,4/exp 4/offers 3,4,6.
Bob Rowe, 41, (406) 270-7209, (360) 769-5573 wants 1,2,3/exp 2/offers 2.
Bryan Case, 47, (510) 978-0608 wants 1,2,4/exp 4/offers 3,5a.
Charles Wright, 56, (510) 262-9076 (vm) wants 1,3,4 (maybe),5 (1st time, open to suggestions)/exp 2/offers 1,2.
Chuck Losness, 54, (949) 412-8180 wants 1,3,4/exp 4a,b/offers 3.
Curtis Lind, 60, (415) 531-8546 wants 1,2,3/exp 3/offers 2,3,4,6.
Dave 'Billy Budd' Bawden, 57, (509) 662-4191, dbawden@hotmail.com wants 1,2,3,5 (ocean passage S, W, or E)/exp 4a,b/offers 3.
David Cowell, 56, (530) 272-3209 wants 1,4/exp 3/offers 3,5b.
David Lee, 35, captainwilderness@hotmail.com wants 2,4/exp 4a/offers 3,4,5a.
Derek Noe, 35, (619) 726-1452 wants 1,3/exp 3/offers 2,4.



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- 2) While in Mexico
- 3) Sea of Cortez Sail Week (April)
- 4) For Baja Ha-Ha 11, the cruisers' rally to Cabo starting October 25
- 5) Return trip up Baja
- 6) Other _____

MY EXPERIENCE IS:

- 1) Little or none
- 2) Some, mostly Bay sailing
- 3) Moderate, Some Ocean
- 4) Lots: a) extensive sailing
b) extensive cruising
c) foreign cruising

I CAN OFFER:

- 1) Few skills, I am a novice sailor
- 2) Skills of a normal hand: watch standing, reefing, changing sails
- 3) Skilled and experienced sailor. I can navigate, set a spinnaker, steer and handle basic mechanical problems
- 4) Cooking, provisioning or other food-related skills
- 5) 'Local knowledge': a) I have cruised Mexico before;
b) I speak passable Spanish
- 6) Companionship

MEN TO CREW — CONT'D

- Devin Kochis**, 36, (510) 701-5679 (cell) wants 1,2,3,4,5 (exp towards Cap't license)/exp 1,4 (sm vessel/hsbts on Lake Shasta/ offers 1,4,6 (security-safety police, red cross, US army airborne ranger).
- Dick Lanam**, 60, (916) 488-7681, dlanam@yahoo.com wants 1,2,3,5 (how far do you want to go?)/exp 4/offers 3,5.
- DuWayne Olds**, 61, (707) 822-2781, dolds@humboldt1.com wants 1,2,3/exp 4/offers 3,4,5a.
- Elan Caspi**, 55, (510) 237-8677, elanc@yahoo.com wants 1,3/exp 4/offers 2,3,4,5a.
- Erik Kucera**, 37, edkturbo2004@yahoo.com wants 1,2,3,5 (across Pacific/NZ/Aus)/exp 3,4a/offers 3,4,5a,6 (good conversation).
- Frank Jennings**, 57, (206) 271-5397, fjennings12000@yahoo.com wants 1,2,3,5 (any cruising)/exp 3/offers 2,3,4,5b,6.
- Gary Cobb**, 56, (510) 724-7925, gdcobb@msn.com wants 1,3/exp 2/offers 1.
- Gary L. Cook**, 56, (916) 962-0653, LCook@Tomatoweb.com wants 3/exp 3/offers 3.
- George Ioannou**, 63, akra2040@yahoo.com wants 1,2,3/exp 3/offers 2,4.
- Greg Fish**, 40, (408) 241-2984, gregfish@hotmail.com wants 1,2,3/exp 4a,b,c/offers 3,4,5a.
- Irwin Studenberg**, 59, (619) 987-4355 wants 3/exp 4c/offers 3,4,5,6.
- Jack Watson**, 61, (970) 468-5296 wants 3,4/exp 3/offers 3.
- Jacques Benkoski**, 41, (650) 796-2202, jbenko@attglobal.net wants 2,3/exp 2 (BC qualified)/offers 2,6.
- Jake Fishman**, 58, (415) 309-4434, (415) 863-5415, JakeFishman@aol.com wants 3/exp 3/offers 2,3,5a,b.
- James Mackie**, 58, (858) 208-8447, jgm2000@juno.com wants 1,3/exp 2/offers 2.
- James Rail**, 43, (310) 502-1570 wants 1,3/exp 4a,b (100 ton master sail & tow)/offers 3,5a,b.
- James Wilson**, 35, (925) 978-1387, sailing@nooperation.com wants 1,2,3,4/exp 2/offers 1.
- Jamie Rosman**, 42, (408) 203-8270, sailsfca@ureach.com wants 1,2,3,5 (Panama Canal or Puddle Jump)/exp 4a,b,c/offers 3,5a,b.

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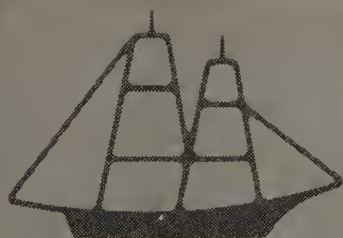
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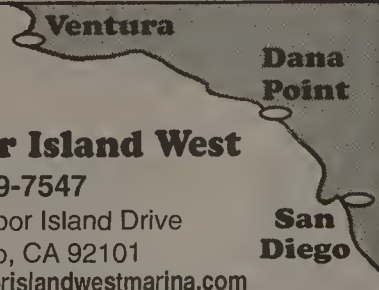
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MEN TO CREW — CONT'D

Jim Augustine, 50, (831) 625-5008, (831) 601-4243 (hm) ... wants 1/exp 4/offers 2.
 Jim Labbe, 59, (925) 683-5717, jandjlab@sbcglobal.net ... wants 3/exp 3/offers 3.
 Jim Peter, 44, (310) 463-8975, whosedream@aol.com ... wants 1,3,4/exp 2/offers 1,2,4.
 Jim Tantillo, 71, (408) 263-7877, jimtantillo@worldnet.att.net ... wants 1,3/exp 4a,b,c/offers 3.
 John, 49, (707) 258-9266 ... wants 1,2/exp 4/offers 3,5.
 John Burell, 55, (530) 873-4403 ... wants 4/exp 4/offers 3.
 John Calhoon, 47, (425) 844-0786, jcalhoon@oz.net ... wants 3/exp 2/offers 2,4.
 John Harrington, 63, (707) 584-0311, harrington@sbcglobal.net ... wants 1,3,5 (delivery to SD)/exp 4a,b, USCG Master/offers 3,5a.
 John Kerwin, 59, (612) 729-8770 ... wants 1,2,3,4/exp 4/offers 2,3,5b.
 John McDonnell, 60, (303) 674-2197, jrmcdjr@netzero.com ... wants 1,2,3,4/exp 3/offers 2.
 John Rosenbaum, 45, (415) 310-4212, wolfiewolf@usa.com ... wants 1,2,3,4/exp 2/offers 2,4,6.
 Jon Hedlund, 55, (707) 599-5955, PO Box 3026, Eureka, CA 95502 ... wants 1,3/exp 2/offers 2.
 Joseph Luizzi, (909) 237-6111, jsnowryder@msn.com ... wants 3/exp 2/offers 1,2,4,6.
 Joshua Roth, 46, (415) 380-5004 ... wants 3,5 (any)/exp 4a/offers 2.
 Juan Spampinato, 62, (510) 549-1345 (wk), (510) 524-3219 (hm) ... wants 3,4(?) /exp 3/offers 2,3,5b,6(?).
 Justin Dowd, 24, (541) 729-1704, jdowd@gladstone.uoregon.edu ... wants 1,2,3,4/exp 2(& college racing)/offers 2,4,5b.
 Jymmy Henry, 40, (858) 345-3535, jymmyj@mac.com ... wants 1,3,4/exp 2/offers 2,5,6.
 Ken Janke, 50, (925) 280-8023 ... wants 1,2,3,4/exp 3/offers 3,4,5a.
 Kurt Johnson, 46, kurtjane@pacbell.net ... wants 3/exp 3/offers 3.
 Lance Beare, 30, (650) 430-9300 ... wants 1,2,3,4,5 (future trips)/exp 1/offers 1,4,5,6.

MEN TO CREW — CONT'D

Lance Lars Lundquist, 38, (619) 221-1940 ... wants 1,3,4,5 (SoPac)/exp 3/offers 2.
 Larry Stelle, 62, (714) 840-4441, Larrysail@yahoo.com ... wants 1,3/exp 4a/offers 3.
 Leon Impastato, 25, (225) 772-0544 (cell), leon@nmsu.edu ... wants 3,4,5 (Pacific cruising after HaHa)/exp 1/offers 1,4,6.
 Mark Burge, 42, (805) 509-4414, mkburge@hotmail.com ... wants 1,4/exp 3/offers 3.
 Mark Sinn, 45, (925) 963-6497 (cell), mark_sinn@peoplesoft.com ... wants 1,3/exp 3/offers 2,3,4.
 Martin Frank, 34, (970) 547-2188, m3franks@msn.com ... wants 1,3/exp 2,3/offers 2,3,4.
 Matt Billings, 26, (985) 640-0625 (cell) ... wants 3,4/exp 1/offers 1,6.
 Matt Rhea, 34, (415) 609-5626, j-mao@sonic.net ... wants 1,2,3/exp 2 (overnight anchorages)/offers 2,3,4.
 Michael Colin, 47, (805) 259-8321, mcolin47@yahoo.com ... wants 1,2,3,4,5 (winter cruising points south)/exp 3/offers 2,3,4,5b,6.
 Michael Moyer, 32, (949) 378-9878 ... wants 1,3,4,5 (delivery skipper)/exp 4a/offers 3,4,5a.
 Michael Pollard, 61, (530) 872-8219, mpollard@kingsfan.net ... wants 1,2,3,4/exp 2/offers 1,4,6.
 Michael W. Jones, 53 (415) 235-2979, michaelwjones@juno.com, website: <www.backflowcontrol.com> ... wants 1,3/exp 3 (Cal Maritime Engineering grad 1974)/offers 2,3, (have two handheld GPSs, piloting compass, radar).
 Naf Furman, 51, (916) 835-5513 (cell) ... wants 3/exp 4/offers 3,4,5,6.
 Neil Bisbee, 56, (415) 810-3099 ... wants 1,4/exp 4a,b,c/offers 3,5a.
 Neil Larson, (510) 530-8122 ... wants 1,3/exp 4b/offers 2,3,4,5.
 Patrick McIntosh, 66, (916) 488-4140, capt-pat@earthlink.net ... wants 1,2,4/exp 4a/offers 2,3,4,5a.
 Peter Trivisono, 51, (801) 243-4689, pt@sandrus.net ... wants 1,3,4/exp 2/offers 3,4.
 Phil Schwartz, 48, (858) 775-1278, schwartz@proteus-biosciences.com

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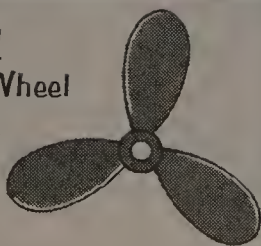
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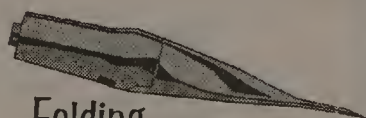


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MEN TO CREW — CONT'D

..... wants 3,4/exp 4a/offers 3,4.
Ray Millard, 64, (831) 641-9282, skipper@on-watch.com wants 1,2,3,4(?) /exp 3/offers 2,3,4,5b.
Rich Cates, 50, (415) 806-0701 wants 1,2,3,4/exp 2/offers 2.
Richard Stock, 45, (909) 677-2372 wants 1,2,3,4,5 (Panama Canal)/exp 4a,b (shipwright & deliveries)/offers 2,3,4,6 (fun, 100 ton captain's license, surfer).
Rick Whitfield, 59, (510) 620-1969, rjwhitfi@pacbell.net wants 1,2,3/exp 3/offers 3,4.
Robert Custer, 61, (206) 409-0114 wants 1,3/exp 3, 4b/offers 3,4,6.
Robert Kraus, 49, (415) 987-2458 wants 1,3,4/exp 2,3/offers 2,3,4,5b.
Roger Seastedt, 67, (310) 833-5908 wants 1,5 (Pacific passage)/exp 4a,b,c/offers 3,5a.
Ron Viegeln, 50, (707) 315-4904, ron6678@yahoo.com wants 1,2,5 (maybe keep going)/exp 2/offers 2,4,6.
Ross Daniels, 42, General Delivery, Guerneville, CA 95446-1812, rntv@yahoo.com wants 1,2,3,4/exp 1,2/offers 1,2,4,6, LV nurse, CPR, first aid, mechanic.
Rual Hansen, 66, (916) 728-2195 wants 1,2,3,4/exp 3/offers 2,4, mechanical & electronic skills.
Scott Allen, 35, (562) 434-1760, sallenwalk@yahoo.com wants 1,5 (Puddle Jump to SoPacific, Aus)/exp 3/offers 3,4,5b.
Steve Bruhns, 51, (415) 887-9318 wants 2/exp 3/offers 2.
Steve Howard, 56, sthoward48@yahoo.com wants 3,4/exp 3/offers 3,4.
Steve Lorenz, 60, (408) 395-2734, stevelorenz@earthlink.net wants 1,3/exp 2/offers 2.
Terry Turrentine, 43, (310) 548-6608 wants 1,3/exp 4/offers 2,3,4,5.
Thom Smith, 59, (530) 873-0632 wants 1,4,5 (SD, North)/exp 3/offers 2,3,4,5a.
Tim Pastushin, 39, (714) 895-1522 (days), tjpastushin@earthlink.net wants 3,5/exp 3, 2003 HaHa vet/offers 2,4,5.
Tom Simmons, 62, (415) 457-0149, (415) 382-9710 wants 3/exp 3/offers 3,4.
Tom Ventura, 55, (925) 398-8136 wants 1,3/exp 3/offers 3,4,6, ex-US Army Special Forces medic.

MEN TO CREW — CONT'D

Vasili Raptis, 45, (858) 213-7900 wants 1,3/exp 3/offers 2,3.
Vince Comella, 60, (831) 239-4703, captvince@sbcglobal.net wants 1,3/exp 4b,c/offers 3,5a.
Vincent Delogne, 50, (650) 766-2112, vin100@gmail.com wants 1,2,3/exp 3/offers 3,5.
Walt Wilson, 60s, (415) 925-1776, waltzon@cwo.com wants 1,2,3/exp 4/offers 3.

WOMEN TO CREW FOR MEXICO

Alicia the Mermaid, 54, aliciamermaid@hotmail.com wants 5 (Caribbean)/exp 3/offers 2,4,5a,b,6, musician, snorkler, explorer.
Barbara, 39, bmarsh25@bellsouth.net wants 3/exp 1/offers 1.
Connie Gizzi, 57, (949) 448-6540 wants 1,2,3/exp 3/offers 2,4.
Dona, 60, (619) 251-0800 wants 2,5/exp 3/offers 2,4,6.
Erika, 28, stardust_sailor@yahoo.com wants 1,2,3,5 (Puddle Jump to SoPacific)/exp 3/offers 2,3,4.
Erlin Waid, 25, (209) 601-0242, sseptemberwind@yahoo.com wants 1,4/exp 3/offers 2,6,fun, bubbles.
Jan, 55, (510) 684-5555, redsailssf@yahoo.com wants 2,3,5 (anywhere warm)/exp 4a/offers 3,4,6.
Jody Ocallaghan, 47, jody.ocallaghan@sbcglobal.net wants 1,2,3,4,5/exp 2/offers 1,4,6, massage therapist, holistic health counselor.
Jordanna, 23, jordannablack@hotmail.com wants 1,3,4 (possibly)/exp 2/offers 2,4,5b.
Karen, 32, Kaymay32@aol.com wants 3,5 (any)/exp 2/offers 2,4.
Karen Reily, 50, bkreily@highstream.net wants 1,3/exp 3/offers 2,4,6.
Kathleen, 20, sailbaja@hotmail.com, PO Box 4085, Santa Cruz, CA 95063 wants 1,2,3,5/exp 2,3/offers 2,3,4 (will cook, but not very good).
Kathleen, 42, redkath62@yahoo.com wants 1,2,3,4/exp 1/offers 1.

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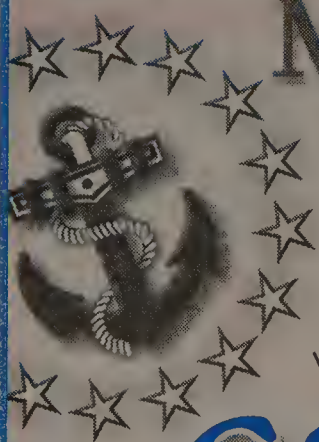
2003 MEXICO-ONLY CREW LIST

WOMEN TO CREW — CONT'D

Laurie, 50+, (415) 883-4118 wants 1,2,3,5/exp 3/offers 2,3,4,6.
 Leslie, 32, mudgirl31@yahoo.com wants 1,2,3,4/exp 1/offers 1,4.
 Lynn, 53, sfmariner2002@yahoo.com wants 1,2,3/exp 3/offers 2,4.
 Lynn Grano, 43, (415) 876-4918, (612) 285-2880, lynngrano@sbcglobal.net wants 4/exp 3/offers 2,3.
 Maria Janine, 29, (415) 440-4962, mariathecrew@yahoo.com wants 1,2,3,4,5 (Sea of Cortez & further)/exp 2/offers 2,4.
 Marta Krissovich, 53, (310) 487-6105 or (310) 822-5910, krissovich@aol.com wants 3/exp 3/offers 2.
 Marlaina, 47, (707) 996-8260 (fax), aspenseer@yahoo.com wants 3,5 (possible cruise, Z-fest, Banderas Bay)/exp 3/offers 2,4,5a,b,6.
 Martina, 41, (707) 337-2433, lovebalm@netscape.net wants 1,3,5 (continue to SoAmerica or NZ)/exp 2/offers 2,4, (chef),6.
 Minna, 57, (928) 606-6300 (cell) wants 1,2,3,4/exp 4a/offers 2,4,5a,6.
 Molly Clark, 29, (415) 505-1607, mollyclark2003@yahoo.com wants 1,2,3,4/exp 2/offers 2.
 Nancy, 60, (775) 827-6099, wanaski@charter.net wants 2,3,5/exp 3/offers 3,4,5a,6.
 Nicole, 35, hinicole@web.de wants 1,3 5 (prefer with a couple)/exp 2/offers 2,4,5b.
 Patricia Jacquez, 55, (209) 473-8153, pjacquez@comcast.net, 4430 Annandale Dr., Stockton, CA 95219 wants 1,3/exp 1/offers 1.
 Renee, 55, (510) 532-1935, oakcat6@hotmail.com wants 1,2,3/exp 3/offers 2,4,5b,6.
 Shannon, 23, foxfir22@aol.com wants 1,3,4/exp 1/offers 1,6.
 Shea Lewis, 57, (949) 378-6031, sheashea@cox.net wants 1,2,3/exp 3/offers 2,4,5,6.
 Teresa Barnum, 34, (949) 201-7669, (949) 492-3498 (hm) wants 1/exp 2/offers 2,4,6.

COUPLES TO CREW FOR MEXICO

Alan & Sue Johnson, 49/47, (530) 577-4456 want 1,3/exp 2/offer 2,4.
 Brad & Greta Liedke, 50/49, (805) 967-8291 want 3/exp 3/offer 2,4.
 Daniel Widmer & Cecily Lalor, 30/40, (650) 537-2890, San Carlos, CA want 1,3,4/exp 2,3,4a/offer 2,3,4,5b.
 Joshua & Kay, 46/34, (415) 380-5004 want 5 (any)/exp 3/offer 2.
 Katt & Carolyn, 60/30, (510) 665-4717, (510) 717-6119 want 1,2,3,4/exp 1,2,3/offer 1,2,4,6.
 Kevin & Julie Crikelair, 36/34, (619) 284-6017, kcrikelair@yahoo.com want 1,3/exp 2/offer 2,4,6.
 Larry Cobb & Jim Lincoln, 60/45, (626) 794-6175, cobb_salad@hotmail.com want 1,3/exp 4/offer 3,5a.
 Laura & Mike, 30/38, (310) 398-3399 want 1,2,3/exp 2,3,4/offer 3,4,5.
 Mark Lightner & Amy Holsonback, 25/29, (415) 614-1539, marklightner@hotmail.com want 1,2,3,4,5 (free to cruise on and on)/exp 2/offer 2,4.
 Martine & Michael, 41/52, (707) 337-2433, primalpathway@earthlink.net want 1,3,4,5 (pretrip sailing)/exp 2(F), 4(M)/offer 2(F),3(M),4(F),5b(M); German (F),French (M).
 Mike & Linda Gilman, 56/53, (760) 703-3984, megilman@yahoo.com want 1,3/exp 3,4a/offer 3,4.
 Robert Berry & Ursula, 34/46, (510) 331-5407, Robert.Berry@wnco.com want 3/exp 2(F),3(M)/offer 2,4,5b.
 Rod & Gail Clark, 53, (707) 217-8190, (707) 799-2148 (hm), (707) 573-9391 want 3,4/exp 2 (BKI & II OCSC), commercial longline fisherman, AK/offer 2,4 (event planner chef, CIA grad),5,fishing.
 Tor & Nicole, 45/35, (415) 924-4833, tor@ix.netcom.com want 1,3/exp 4a,c/offer 2,3,4,5b.
 Whitewolf & Merlady, 63/54, aliciahemermaid@hotmail.com, whitewolf@naturalpathways.info want 5 (Carib, through Canal)/exp 1,3/offer 1,2,4,5a,b,6, musician, bodywork, snorkler.
 Will Walsh & Elizabeth, 54/52, (541) 822-1093 want 3(only to Bahia Santa Maria)/exp 2/offer 2,4,5b,6.



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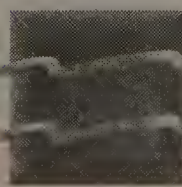
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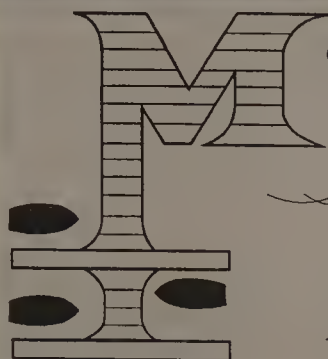
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MAX EBB

I was in the store to solve a problem. The racing season was almost over and I was switching into cruising mode. I needed something to get my crew from the anchored boat to the beach and back again. The sailing dinghy that I used to carry as a tender was getting to be much too much trouble to carry on the foredeck or across the cabin top. Time for an inflatable — and for my purposes, the smaller, cheaper, and quicker to inflate, the better.

"Max, put down that pool toy!"

It was Lee Helm.

"What on earth are you doing in a canoe and kayak shop?" I asked.

"Just a little cross-training," she explained. "The wind is gone for the winter, so I'm gearing up to race with an outrigger club."

"Sounds like fun. I always wanted to try one of those things. But what's wrong with a low-end inflatable like this?"

"When was the last time you, like, tried to row one of those things upwind? It's a pool toy!"

"But it's the right pool toy for the job," I argued. "All I need is something to get my crew from the mooring to the beach at Angel Island."

"You'll need a real dinghy if you're doing any serious cruising," said another customer who had been standing by a rack of sea kayaks, apparently eavesdropping on our conversation.

"But I'm just going to Angel Island for the weekend," I tried to point out.

"The essence of cruising is walking long distances on hot dusty roads in

I imagined something more like the Brooklyn Bridge than a sailing dinghy.

third-world countries while carrying heavy objects," he declared.

I couldn't really argue with that, having walked my share of hot dusty roads carrying supplies.

"And the one thing, above all others," he continued, "that distinguishes a true cruiser from a dilettante is the kind of dinghy they carry."

"The vessel should fit the mission," I

sometimes a mini downslope thermal wind comes blasting right down from the hill. Waves, too, if you're caught there in a northerly."



Above, you don't need a yacht club dinghy fleet, paid staff or a private launching area to run a junior program — all it takes is a few boat owners willing to take some kids from the local youth center out sailing. Spread, Lee Helm's sail conversion for an inflatable dinghy. It is "plug-compatible" with any small boat that has a transom or outboard bracket.

reminded him. "And I don't want to leave anything too fancy on the beach where it might be stolen."

"You won't find friendlier people anywhere in the world than in Mexico," he pronounced.

"For sure, dood," said Lee. "But like, we're talking Sausalito."

This seemed to bring him back to earth. "Oh. Yes, I see. That is a problem. But still, I think you'll be sorry if you don't cruise with at least a 10-foot inflatable and a 15-hp outboard."

"Well, if my boat had room to stow it," I replied, "I'd go for a rigid-bottom inflatable with a big four-stroke outboard."

"An assault dinghy!" said Lee.

"Right. But my boat just isn't that big, and I really don't want to tow a dinghy or take up half the deck space with it. I just need to ferry some people to shore and back again. And do it under any and all weather conditions," I said as I turned to the cruiser — "as long as there's no wind, no waves and no current."

"But Max, you said Angel Island. On the ebb tide there can be, like, a wicked counterclockwise flow in that cove. And

"Well, I sure don't want an outboard motor on board. And I've already given up on the rigid dinghy as being way too much trouble."

"But like, cheap inflatables come in different shapes and sizes, and you can get one that's long and skinny instead of short and fat. Makes a humongous difference in how they handle in wind and waves."

She led me over to another part of the store, where several different inflatable kayaks were on display.

"If you're not going to put a motor on the dink," she said, "this is the only way to go."

I had never considered a kayak of any kind as a tender, but the open inflatable models looked like they just might work. "Can I put three adults in this thing? From the little picture on the side, it looks like it's only rated for two at most."

"I've seen them come ashore with a crew of four," she said. "Although the 'plimsol' was well under, if you know what I mean."

That was when the salesperson thought it was time to intervene. "I can't really recommend overloading these boats like that," she advised.

"Of course you can't," I winked. "But how are they otherwise?"

"A lot of people buy them just to

— INFLATED OPINIONS

"Maybe the answer is a sail rig for the dingy," I suggested.

"They make one for this model," said

*"Start 'em young,
treat 'em rough, and
tell 'em nothing."*

the salesperson.

"Nah," said the cruiser. "I've seen that little sail. Pretty lame. A good sailing dinghy would be wonderful, but sailing boats need a hard bottom.

"Someday, someone will, like, figure out how to do a sail rig for an inflatable that really works," said Lee. "It shouldn't be too hard."

I'd known Lee Helm long enough to realize she was baiting her audience — and that it was in my best interest to play along.

"How would you design one?" I asked.

"Your typical soft dinghy designed for an outboard only has one really strong point," she said, "and that's the transom."

"Right," I said. "The rudder is easy, that goes on the transom. But everything else is soft and flexible — that's why it's so hard to put a good mast and centerboard, or some kind of leeboard arrangement, on an inflatable dinghy."

"For sure. But who says the mast has to be near the front, and the leeboards in the middle? Here's how I'd build a sail rig for an inflatable: The whole deal would clamp to the transom just like an outboard, and not have to attach to the boat in any other places."

This had me imagining some kind of truss arrangement to bring all the sailing loads back to the transom. In my mind I saw something more like a small floating model of the Brooklyn Bridge than a sailing dinghy. But Lee's sketch, made on the back of a flyer announcing an upcoming week-long kayak cruise around the Bay, showed us that it didn't have to be nearly that complicated.

"We start with an ordinary transom clamp just like every small outboard has. Maybe even keep the trim angle adjustment mechanism. Then we, like, put on a big rudder and a mast step. The rudder stock and the mast step are one and the same. Drop in a big windsurfer rig, and we have ignition."

"But Lee," I complained, "You're show-

mum," she promised.

"I still think you should have a dinghy with an outboard," insisted the cruiser, forgetting again that I was just going to Angel Island. "Think of those long schlepps into town. Or at the very least, a proper cruising boat needs a proper hard dinghy with good oars."

paddle around for fun," she said. "Nothing like a real sea kayak, of course."

"How long does it take to pump it up, starting from scratch?"

"Five to 10 minutes maxi-

ing the mast step right at the transom. And where's the leeboard? It would have awful weather helm, and slip sideways like crazy."

"No way. Windsurfers have been set up sort of like this for decades: huge skeg, no centerboard, rig raked way aft. The only difference is that a windsurfer can change the mast rake and heel angle of the rig in real time for steering. With this thing you would have to balance it fairly carefully — which you could do with the original motor tilt mechanism — and the steerable rudder-skeg-centerboard combo would do the rest.

"And the only place this touches the dinghy is through the transom clamp?"

"That's it. As a fringe benny, this would be plug-compatible with any other dinghy with a hard transom or an outboard bracket, inflatable or rigid."

We all gathered around Lee's drawing, trying to think of a good reason why it would never work, other than the obvious one that it just looked all wrong.

"Has this thing ever been built?" asked the cruising sailor.

"For sure. There was even a commercial product like this once, but the problem was that the sail was too small and inefficient. I mean, like, a good quality sail rig is expensive. But if you have a windsurfer rig to drop in. . . ."

"Lots of big boats carry windsurfers anyway as part of their collection of water toys," said another collector who stopped at first glimpse of Lee's drawing. "But I'm finding that on my big powerboat, kayaks are much more versatile. They're the perfect way to go socializing in an anchorage."

"Or to ask some big powerboat to turn off their generator," said the cruiser.

The powerboater neither confirmed nor denied, so I changed the subject: "Doesn't look like a very good angle on the mainsheet in that diagram, Lee."

"You would probably want to run a mainsheet to each transom corner for a better angle," Lee conceded, "or maybe another spar sticking out in back like a boomkin. And like, for a big sailboard rig you might even want to run some chicken stays up from the transom corners to the gooseneck, 'cause that's where the spar is designed to take max bending moment."

"I've seen free-standing mizzens at least that size," said the cruiser. "Actually, the rig I'm thinking of was on a 30 footer. It could be lifted right out of the mizzen mast step and dropped into the sailing dinghy. They never furled it, ever

— it was the riding sail on the big boat, the dinghy sail when the dinghy was sailing, and it pulled its weight as a normal mizzen when the big boat was underway.

"There are other solutions to the shore boat problem," noted Lee. "Like turning two sailboards into a catamaran with a

"The essence of cruising is walking long distances on hot dusty roads in third-world countries while carrying heavy objects."

tramp deck and an outboard bracket. But like, those only work if the boat is big enough to carry some of those toys."

"The key is figuring out how to mix and match the hulls and rigs so they have more than one use, because even on a big powerboat, there's never enough space," she continued. "Taking parts from kayaks, sailboards, outboards and inflatables, you can build an almost endless combination of new contraptions.

"But like, it's interesting how few sailors show any interest in paddling, how few windsurfers show an interest in sailing, and even within the paddling, how little cross-over there is between kayaks, outriggers, and dragon boats. And like, the rowers are off totally by themselves. It's even hard to get big boat sailors to step in a sailing dinghy once in awhile, even though most of them know it's the only way to keep their skills up."

"Maybe that's why my yacht club never seems to be able to get its act together with a junior program," said the powerboater. "We keep trying to set something up in the harbor with El Toros or Lasers, but we can't seem to get up to critical mass. Not enough kids sign up, not enough parent volunteers, not enough money to hire instructors, you know how it goes. Bottom line is that we don't have the right facility for storing a fleet of training dinghies, and we don't have a good protected area to sail them in. We don't even have enough yacht club slips, being in a municipal Marina. So for all practical purposes we've given up on our junior Program — it just doesn't seem to work for our club."

"That's because you're trying to duplicate the program they have at other clubs where the facilities are different," said Lee. "I mean, we all know that the best intro to sailing is with a sailing dinghy, but not if has to be a force fit."

"What are the other options?"

"Use what you have," said Lee. "If your club is just a bunch of boat owners who happen to keep their boats nearby, base the program on that. All you have to do is hook up with some local youth program, and take bunches of kids out sailing. Or even, uh, motorboating."

"I don't know" he answered slowly. "I hate to think what kind of liability there is taking 8-year-olds out sailing on big boats without their parents along."

"You don't want 8-year-olds for a program like this. Throw out the fancy junior program model that US Sailing and Vanguard are always pushing, where the kids start young and whole fleets of dedicated junior program boats are replaced every few years."

"But that's the best way to do it," I said. "Remember the famous book about this by Arthur Knapp, where he gave only three pieces of advice for teaching kids to sail? 'Start 'em young, treat 'em rough, and tell 'em nothing!' It's still great advice."

"For sure, when you've got the place to do it," answered Lee. "But like, if you don't have the dinghy fleet and the private harbor, two out of three ain't bad. Limit the program to the boats your members already own, get pre-teens from some organization big enough to be able to transport them down to the water, and don't worry about what they learn as long as they have some fun on the water. A middle school, a YMCA, an alternative youth center, whatever. Just take them sailing in batches appropriate to the boat size, and one out of five will get hooked."

"You think it's only one out of five?" I asked.

"It's higher for paddling," Lee said. "And like, that's why paddling sports are the other practical alternative to a full-on sailing youth program. Sailing can be too intellectual for a lot of kids."

"Well, the way you explain it, I'm not surprised," noted the cruiser.

"No, really," said Lee. "Just about any kid who knows which end of the paddle to put in the water can have fun on their first day out in a dragon boat or kayak. They can even do it competitively after

just a little bit of practice. Sailing takes much, much longer to get the average kid to a point where they understand why people want to do this."

"I still don't understand why people want to do that," admitted the powerboater. "And I came through a yacht club junior program 50 years ago."

"You might have been more excited about paddling, if it had been offered," said Lee. "And from the club's side — or from a city recreation side, look at the economics: 20 kids paddling a dragon boat, for example, with one adult and one teenage assistant in charge. The boat costs about \$10,000 new, and you can almost always find enough empty space in any marina to berth it. Compare that to the cost of a fleet of Toros or Lasers or Vanguard 15s, and the storage space, crash boats and staff needed to run the program. Way more."

"Or, like, compare it to an urban playing field, which costs millions to buy and more big bucks to maintain and admin-

ister, without really serving any more kids than one big old canoe. It's because, like, the water surface doesn't have to be bought, graded, landscaped, fenced or weeded."

"But it's not sailing," said the cruiser, "and for the kids who are turned on by sailing, it's not the same."

"Agreed, but over half the kids exposed to paddling will want to come back — a much higher ratio than with sailing. And like, once they know their way to the marina, the chances of them getting into sailing later on are much improved."

"Although it might not happen til 40 years later when their elbows finally give out," joked the powerboater.

"Windsurfers' knees tend to give out sooner than kayakers' elbows," suggested Lee. "Either way, if they get into one kind of small craft they eventually come around to the others. Just that it shouldn't take so long for them to figure it out. Sailors are missing out on a lot of

great ops by not diversifying a little more."

I picked up the miraculously small box that contained my kayak and all its standard accessories. But one thing still bothered me about my new purchase: The three-piece, plastic, double-ended paddle that came in the package looked cheap, and felt flimsy and uncomfortable in my hands. But right over there, in that rack among the carbon fiber models, was a beautifully finished wooden paddle. It was more expensive than the boat it would propel — and would no doubt last a lot longer. The salesperson read my gaze accurately, checked to see that it was the right length, then handed me the paddle.

"Like, you're not going for the carbon?" asked Lee.

"For some things," I said as I held the varnished paddle at the best angle to show off the contrasting stripes of laminated wood, "I shop for looks."

"Cool," she said.

— max ebb

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THE RACING

With brief reports this month on another bunch of national championships; Pyewacket dominates the Rolex Maxi Worlds; a Winning effort at the exciting 18 Skiff International Regatta; the annual Day on Monterey Bay; a fairly typical Windjammers Race; big fun at the West Marine Fun Regatta in Santa Cruz; the Rolex Swan Cup in Porto Cervo, Sardinia; an upwind Jazz Cup; and the usual allotment of box scores and race notes.

Nationals Round-Up

'Tis the season for national championships and, once again, they're coming at us almost faster than we can type them up. Each of these regattas — particularly the Etchells NAs, which ended as we were going to the printer — is worthy of more coverage, but unfortunately we're rather limited on time and space this month.

The deluge continues next month, with FDs, IODs, Catalina 30s, Finns, Europes, and who knows what else holding national championships on the Bay.

1D-35 NATIONALS (Chicago YC: Aug. 23-25):

1) **Tabasco**, John Wylie/Season Wijsen, SDYC, 23 points; 2) **Jacaibon**, John Musa/Terry Hutchinson, SDYC, 28; 3) **Wild Thing**, Chris Busch/Jeff Pape (driver)/Brian Camet, SDYC, 30; 4) **De-tente**, David Kirk, CYC, 34; 5) **Avanti**, Frank Schino, NYYC, 35; 6) **Great Sensation**, Mario Yovkov,

Godwin, LBYC, 29; 4) **Power Play**, McQuade/Arkle, Cal YC, 42; 5) **Joann**, Seal Beach YC, Steve Murphy, 47; 6) **Notorlous**, Tom O'Neill, Mission Bay YC, 50; 7) **Perfect Circle**, Fred Young, SMWYC, 51; 8) **Kathmandu**, Beale/Ferrari, Cortez Racing Assn., 55; 9) **Strategem**, Mark Hinrichs, Bahia Corinthian YC, 81; 10) **Xylocaine**, Sal Pestritto, Dana Point YC, 82.

(16 boats; 8 races; no throwouts)

MOORE 24 NATIONALS (EYC: Aug. 27-29):

1) **Tag Team**, Scott Sorensen/John Kernot/Kame Richards, 22 points; 2) **Paramour**, Rowan Fennell, 26; 3) **Ruby**, Steve McCarthy, 28; 4) **One Moore**, Tom Wondolleck, 29; 5) **Sparrowhawk**, Vaughn Seifers, 31; 6) **Gruntled**, Bart Hackworth, 32; 7) **Eclipse**, Brad Butler, 32; 8) **Wet Spot**, Michael O'Callaghan, 44; 9) **Mercedes**, Joel Verutti, 46; 10) **Topper**, Bren Meyer, 46; 11) **Bad Waitress**, Walter Smith, 59; 12) **Adios**, Ian Klitza/Scott Wallecka, 66; 13) **Tranya**, Colleen Maxwell, 71; 14) **Wildfire**, Tom Conerly, 81; 15) **E-9**, Lesa Kinney, 83. (26 boats; 7 races; 1 throwout)

Winning crew — Scott Sorensen (owner/Sunday driver), John Kernot (Saturday driver), Kame Richards (Friday driver), Maria Flores, and Chris Chapman.

SC 27 NATIONALS (Berkeley YC: Aug. 27-29):

1) **Jersey Girl**, Jon Kim, 17 points; 2) **1st Impression**, Rick Gio, 21; 3) **Variety Show**, Barry Whittall, 25; 4) **Wasabi**, Chris Hesse, 25; 5) **Sophie**, Luc deFaymoreau, 38; 6) **Hanalei Express**, Beat Naef, 38; 7) **Upstart**, Richard Page, 42; 8) **Slingshot**, Frank Lacombe, 49. (8 boats; 7 races; no throwouts)

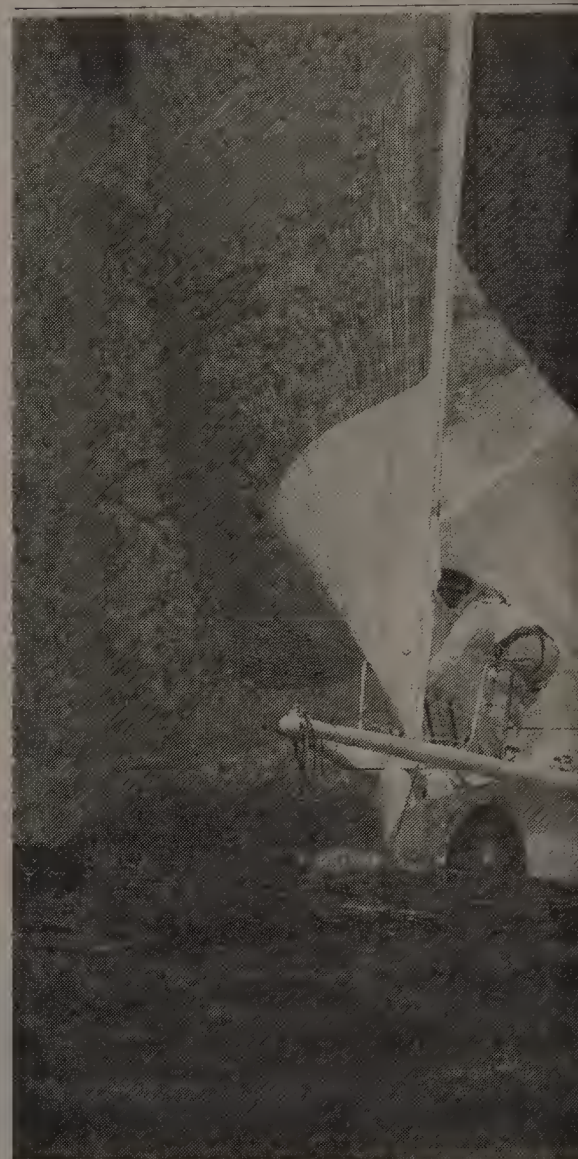
ANTRIM 27 NATIONALS (Encinal YC: Sept. 10-12):

1) **Always Friday**, John Liebenberg, 12 points; 2) **Max**, Bryan Wade, 14; 3) **Arch Angel**, Bryce Griffiths, 20; 4) **E.T.**, Liz Baylis, 21; 5) **Mirador**, Jody Harris, 33; 6) **Cascade**, Laraine McKinnon, 34; 7) **Kind of Blue**, Steve Saperstein, 37. (7 boats; 6 races; no throwouts)

Winning crew — John Liebenberg, Ellen Liebenberg, Don Teakell, Nick Burke, and appearances by Conner Leech, Steve Lefczik, Rudy Salazar, and David Liebenberg.

ETCHELLS NAs (Richmond YC: Sept. 20-23):

1) Judd Smith, 34 points; 2) Ante Razmiloviz,



GBR, 35; 3) Vince Brun, 35; 4) Craig Healy, 43; 5) Nils Razmiloviz, GBR, 43; 6) Tom Hughes, 44; 7) Peter Vessella, 48; 8) Dennis Conner, 57; 9) Jeff Pape, 61; 10) Tim Wells, 66; 11) Buddy Cribb, 80; 12) Paul Kent, 89; 13) Dirk Kneulman, 89; 14) Marvin Beckman, 95; 15) Peter Duncan, 97; 16) Hans Fogh, CAN, 98; 17) Simon Williams, 103; 18) Doug Jorgensen, 105; 19) Andrew Whittome, 110; 20) Frederic Laffitte, 111; 21) Raab Yoshikane, 21; 22) Wade Edwards, 116; 23) Ed Feo, 116; 24) Chuck Eaton, 122; 25) Jim Gregory, 124 (53 boats; 7 races; 1 throwout; www.sfetchells.org)

Winning team — Judd Smith (Marblehead, MA), Henry Fraser (middle), Mike Craig (bow).

Bullets — Judd Smith (2), Vince Brun (2), Craig Healy (1), Tim Wells (1), Chuck Eaton (1).

Rolex Maxi Worlds

Roy Disney's R/P-designed maxZ86 *Pyewacket* stole the show at the Rolex Maxi Worlds, held September 6-11 in the scenic waters off Porto Cervo, Sardinia. Sponsored by Rolex and hosted by the glitzy YC Costa Smeralda, the light-to-moderate air event drew 31 boats from 13 nations. The main event pitted 10 world-class maxis against each other in a six-race, one-throwout series scored under the IRC rule. Two other divisions



'Tag Team' won the Moore 24 Nationals. From left: John Kernot, owner Scott Sorensen, Chris Chapman and his fiancée Maria Flores.

GGYC, 42. (10 boats; 8 races; no throwouts)

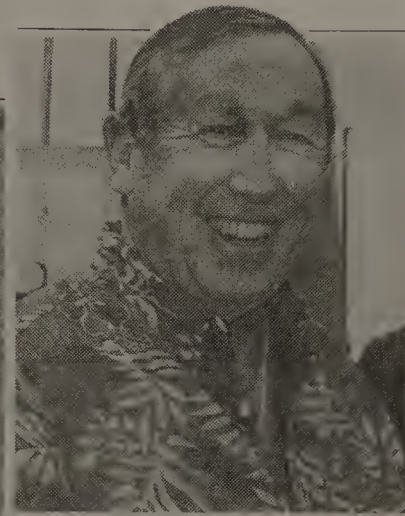
Winning crew — John & Stephanie Wylie, Seadon Wijsen, Bill Carey, Chris Doolittle, Brian Goodwin, Keith McKenzie, Steve Rossi.

SCHOCK 35 NATIONALS (Cal YC: Aug. 27-29):

1) **Piranha**, David Voss, Cal YC, 12 points; 2) **Ripple**, Jeff Janov, Cal YC, 29; 3) **Whiplash**, Ray



'Pyewacket', sporting her new fixed sprit instead of a spinnaker pole, romped at the Rolex Maxi Worlds. Inset, happy owner Roy Disney.



Cormick, and Mauricio Rubio.

Morning Glory, Hasso Plattner's sistership to *Pyewacket*, was conspicuously absent at the regatta. The nearly new boat was for sale for \$5 million, but was recently yanked off the market and will be shipped to San Diego, ostensibly to compete in this summer's

TransPac. Meanwhile, *Pyewacket* roams the high seas uncontested. Next up for the Disney program is the Voiles de St. Tropez Regatta (ex-Nioulargue) on October 4-9, after which the boat will be shipped to the West Coast for March's Newport-Cabo Race.

RACING — 1) *Pyewacket*, R/P maxZ86, Roy Disney, 6 points; 2) *Wild Oats*, R/P 66, Bob Oatley, AUS, 10; 3) *Genuine Risk*, Dubois 90, Randall Pittman, USA, 15; 4) *Nokia-Enigma* (ex-'*Chance*'), R/P 75, Charles Dunstone, GBR, 17; 5) *Idea*, 'maxi', Raffaele Railoa, ITA, 26. (10 boats)

WALLY — 1) *Alexia*, Wally 100, Alberto Roemmers, ARG, 4 points; 2) *Tiketitan*, Wally 88, Luca Bassabi Antivari, 11; 3) *Annica*, Wally 67, George Lassados, 13. (7 boats)

CRUISING — 1) *Mister A*, 'One Off', Aldo Pagani, ITA, 4 points; 2) *Velsheda*, J/Class, Ronald de Waal, 11; 3) *Inspiration*, Jongert 2200s mod., Hebert Dahm, GER, 12. (14 boats)

Full results — www.yccs.it

18 Skiff International Regatta

The colorful Aussie 18s, reputed to be the world's hardest boats to master, returned to San Francisco Bay on August 30-September 3 for their third annual 18 Skiff International Regatta. Five days and ten races later, a veteran Australian team — skipper John Wnning, Euan McNicol, and Jack Young on *Computer Associates* — topped the 8-boat fleet with a fine 3,3,1,1,2,(3),1,(3),1,1 record. Winning, a 52-year-old kitchen appliance stores owner, took control of the regatta on the last day, scoring two bullets while his closest competitors, Aussie Trevor Barnabas (*Omega Smeg*) and Long Beach's Howie Hamlin (*West Marine*), stumbled.

St. Francis YC hosted the skiff-fest, which was sailed off the beach at Crissy Field. Two one-hour Cityfront windward/leewards were held each day except Thursday, when the second race of the day was the seventh annual Ronstan Bridge to Bridge dash. *Omega Smeg*, sailed by five-time world champion Trevor Barnabas, opened the regatta with two bullets and looked like the guy to beat

— Wallys (7 boats) and Cruising (14 boats) — also competed in a five-race series, albeit more casually.

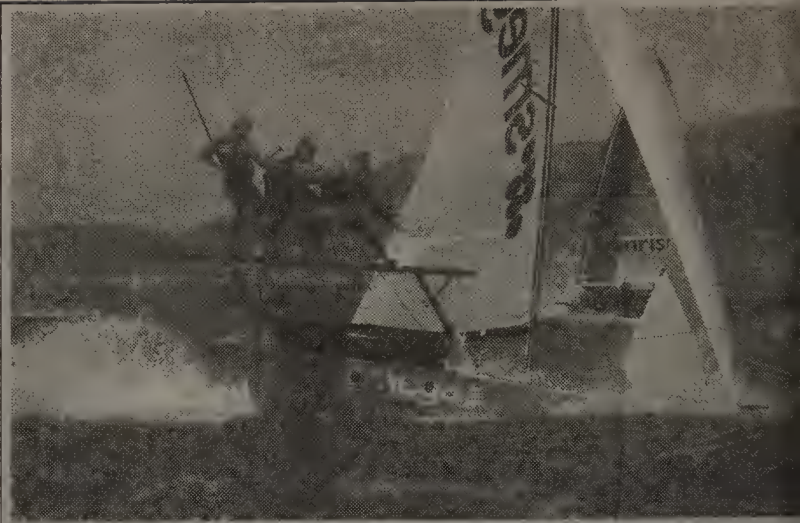
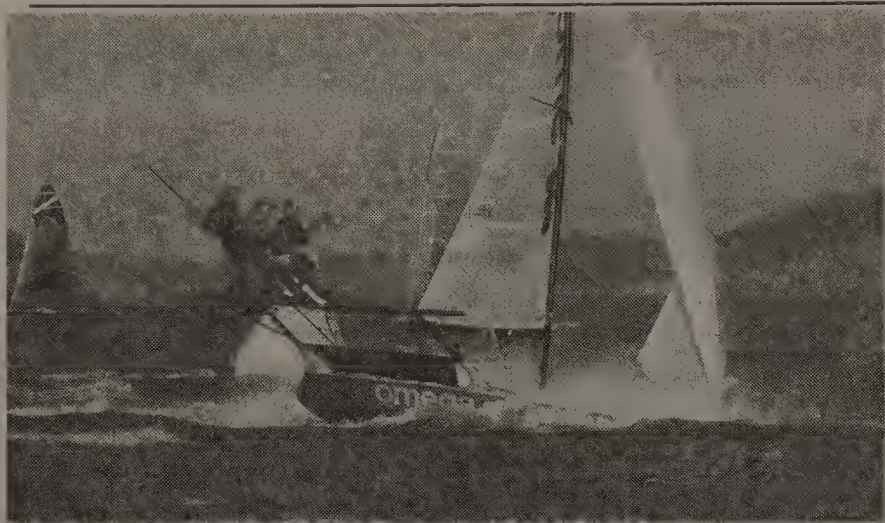
Pyewacket, firing on all cylinders in its sixth event, dominated her class with a 1,1,2,(2),1,1 record. *Wild Oats*, Bob Oatley's squeaky new R/P 66 from Australia, was the runner-up with a 2,2,3,1,3,2 string. The latter arrived in Sardinia late due to shipping problems, leaving her crew which included North Sails president Gary Weisman — little time to sort the new boat out. Third went to Randall Pittman's Dubois 90 *Genuine Risk*, which put together a 3,(12),1,5,2,4 series. Notably, all three boats on the podium are canting-keelers. Water ballast boats, such as the R/P 90 *Alfa Romeo* in sixth and the R/P 77 *Black Dragon* (ex-*Pegasus*) in seventh, were clearly off the pace.

Pyewacket project manager Robbie Haines, who starts the boat and steers upwind while Disney drives the down-

wind legs, explained, "We did a lot of things to tweak our rating for this regatta, such as add a bowsprit and take off the spinnaker pole. We also left the Code O on the dock, which is expensive rating-wise and a low use sail. *Genuine Risk* was quite fast when their Code O was up, which was only about three times, so our gamble paid off. They owed us 2 minutes and 15 seconds per hour, but in 12 knots of breeze or more, we could hold our own upwind and were generally a bit faster downwind. *Alfa Romeo* owed us 1:45, but we were faster than they were all the time."

Helping Disney and Haines win the Maxi Worlds were tactician Ben Mitchell, navigator Stan Honey, boat captain Gregg Hedrick, Rick Brent, Jerry Kirby, Hogan Beatie, Wally Henry, Zan Drejes, Chris Kam, Paul Larkin, Joe Fanelli, Dave Calverley, Andrew Taylor, Matt Welling, Peter Dorian, Ethan Bixby, Scott Easom, Mikey Joubert, Doug Rastello, Gigio Russo, and Dick Loewy. Also rotating through were Fuzz Foster, Brian Haines, Tom Faire, Andy Mc-

COURTESY SHARON GREEN — WWW.ULTIMATESAILING.COM



early on. Winning, however, quickly responded with two bullets of his own on the second day.

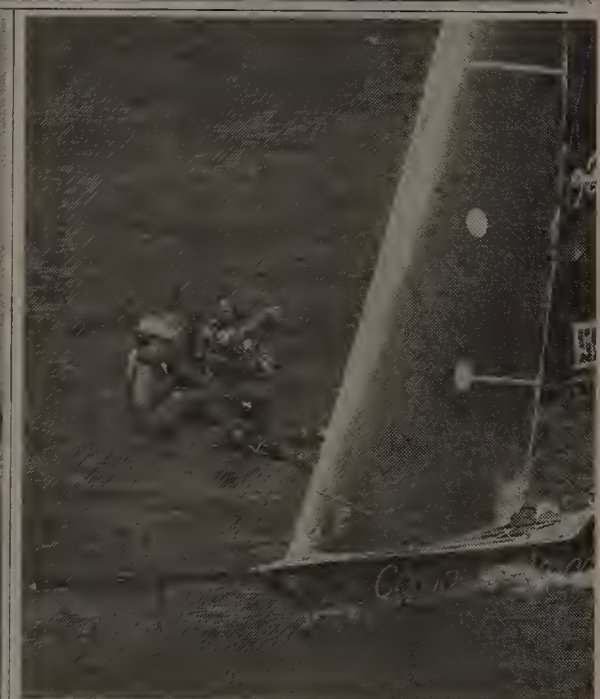
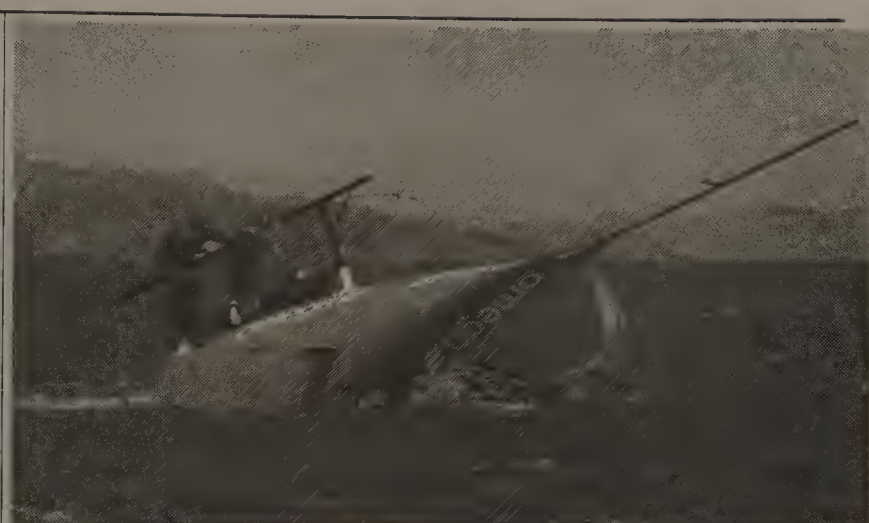
On the windy third day, it was Hamlin's turn to shine. Sailing with middle hand Mike Martin and bowman Rod Howell, returning after sitting out the previous day with a twisted knee (local 29er sailor Trevor Bozina substituted), Hamlin fired off the next pair of bullets. *West Marine* was the only boat to stay upright all day as winds gusted

The ups and downs of skiff racing — Top row: On Wednesday, 'Omega Smeg' rounded the weather mark in the lead, bore off (this month's cover shot), and promptly flipped. Middle row: 'Computer Associates' chases our local lads on 'Sunrise'. Bottom line: The 'Canada' crew were on the steep part of the learning curve; 'F&P' and 'Omega' somehow tangled bowsprits — not a good thing!

up to 25 knots, a feat which temporarily moved Hamlin into first place. The wheels began to fall off for *West Marine* on the fourth day, as *Computer Associates* nipped them by 15 seconds to win the first race of the day.

Then, at the start of the 5-mile Ronstan Bridge to Bridge run, *West Ma-*

rine aggressively set their kite right as the gun fired, only to bury their bow in a deep trough, pitchpole and ultimately DNF. Seth Besse, a 20-year-old local boardsailor, won the zany race — a free-for-all for speed addicts between the Golden Gate and Bay bridges — in 27 minutes, 10 seconds. *Omega Smeg* was



Middle row: 'Computer Associates' skips downwind at over 20 knots in the highly entertaining 18 Skiff International Regatta. The top American team, from left: Howie Hamlin, Mike Martin, and Rodney Howell. Bottom row: 'West Marine' gets some air; the winning form of John Winning and his 'Computer Associates' team (Rich Roberts photo). All other pictures 'latitude'rob.

just 38 seconds behind, leading the skiff contingent. Virtually all other competitors, especially the kite boarders, ran out of wind after turning the corner toward the Bay Bridge.

After eight races, *Computer Associates* held a precarious one-point lead over *Omega Smeg* going into the light-air fi-

nal day. With all skiffs sporting big rigs for the first time (3-foot taller masts and about 25% more sail area), Winning and crew iced the regatta with a pair of bullets, topping *Smeg* by five points. *West Marine* tied with *Smeg*, but fell to third on the tiebreaker. The top local boat was *Sunrise*, which Patrick Whitmarsh, Paul

Allen and Chad Freitas sailed to fifth place.

SKIFF REGATTA — 1) *Computer Associates*, John Winning/Euan McNicol/Jack Young, Australia, 13 points; 2) *Omega Smeg*, Trevor Barnabas/Trent Barnabas/Rob Greuter, Australia, 18; 3) *West Marine*, Howie Hamlin/Mike Martin/Rod Howell, Newport Beach, 18; 4) *Fisher & Paykel*, Grant Rollerson/David Cunningham/Chris Cleary, Australia, 29; 5) *Sunrise*, Patrick Whitmarsh/Paul Allen/Chad Freitas, San Francisco, 33; 6) *Vodka Cruiser*, Dalton Bergen/Jeff Nelson/Kevin Richards, Newport

THE RACING

Beach, 42; 7) **Canada 1**, Fred Eaton/Dan Cunningham/Rob Patterson, Toronto, 52; 8) **Emery Worldwide**, Dana Jones/Jon Bell/Campbell Rivers, San Francisco, 60. (8 boats; 10 races; 2 throwouts; www.sftyc.com)

RONSTAN BRIDGE TO BRIDGE — 1) Seth Besse (windsurfer); 2) **Omega Smeg**; 3) **Fisher & Paykel**; 4) **Computer Associates**; 5) **Sunrise**; 6) **Canada 1**; 7) **Vodka Cruiser**; 8) Steve Bodner (windsurfer); 9) Steve Sylvester (windsurfer).

No other finishers (dropouts included skiffs **Emery Worldwide** and **West Marine**, 18 wind surfers, 13 kite boards, and two 29ers).

Day on Monterey Bay

The annual Day on Monterey Bay Regatta, a low-key race to benefit the Big Brothers Big Sisters of Santa Cruz County, was held in light air on August 29. Hosted by Santa Cruz YC, the annual charity event attracted 30 boats, over 200 sailors, and 325+ people to the barbecue and raffles after the race. Financially, it was a resounding success, raising over \$35,000 for this worthy cause.

The racing, however, was a bit of a bust. Only twelve boats managed to finish before the 5 p.m. time limit, and, as generally happens in a light-air pursuit race, the big boats emerged on top. Shep Kett, the current commodore of SCYC, brought his trusty SC 50 *Octavia* out of semi-retirement to win the race — but in this race, more than others, everyone 'wins'.

Along with SCYC, other major sponsors included S. Martinelli & Co., West Marine, Armadillo Willy's, and KWAV 97-FM. Local charter boats *Chardonnay II* and *Team O'Neill* donated their boats for spectators, many of whom were children and mentors in the Big Brothers Big Sisters program.

DIV. I (< 141) — 1) **Octavia**, SC 50, Shep Kett; 2) **Elyxir**, SC 50, Paul Ely; 3) **Roller Coaster**, SC 50, Jack Gordon; 4) **Animal**, Sydney 38, Matt Lezin; 5) **Absolute 02**, Sydney 38, Mark Langer. (11 boats)

DIV. II (141-170) — 1) **Amoore**, Moore 24, Mike Evanovich; 2) **Snafu-U**, Moore 24, 'Turpin'. (4 boats)

DIV. III (171-300) — No finishers. (2 boats)

DIV. IV (non-spinnaker) — No finishers. (11 boats)

DIV. V (corporate) — 1) **Octavia**; 2) **Elyxir**; 3) **Roller Coaster**. (14 boats)

DIV. VI (multihull) — No finishers. (2 boats)

Windjammers Race

Summer Moon, Mike DeVries and Tony Pohl's red-hot Synergy 1000, topped the 35-boat fleet in the 64th Windjammers Race, which, for the first time in recent memory, didn't include a motoring division. The classic 67-mile downwind race followed a familiar pattern — it started slowly on Friday, September 3, at 9 a.m.



off St. Francis YC, picked up steam in the middle, and, as usual, finished slowly.

"It was a lovely day in the ocean — we saw whales, dolphins, and sunfish as big as Volkswagens!" claimed DeVries, who sailed with Pohl, tactician Paul Rosenthal, Scott Parker, Bob Berktholdt, Christine Boudreau, and 'Wild Bill'. Though this wasn't a counter for OYRA, which *Summer Moon* is winning handily, this crew loves to sail in the ocean and went out anyway.

"Paul set us up perfectly going out the Gate, following the wind line and not sailing any extra distance to weather," explained DeVries. "We jibed in at Pigeon Point, and back out again at Waddell Creek, staying in winds up to 30 knots. The boat loves to go downwind, and we hummed along at 18-19 knots for a long time. We finished a little before 7 p.m., about half an hour after the two SC 50s — and right before the wind started shutting down!"

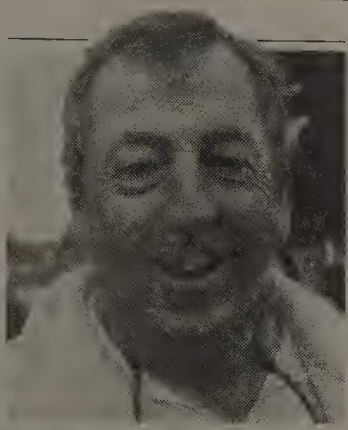
First to finish the sunny and pleasant race was Mark Jones' Andrews TP-52 *Flash*, which won the "Battle of the Baylis Brothers" in the process. Steered by Will Baylis, *Flash* crossed the finish line off the Santa Cruz municipal pier at 4:54 p.m. after 7 hours, 29 minutes on the race course. *Flash* trailed Roger

Jamming on 'Rosebud', with Jack Halterman at the helm. Inset, Tony Pohl, co-skipper of the overall winner, 'Summer Moon'.

Sturgeon's R/P TP-52 *Rosebud* — which was helmed by Will's younger brother Trevor — throughout the race, but sailed outside and around them in the final miles of the race. Both boats drifted through the transition to the easterly, and then sailed upwind to the finish pin on different tacks.

Flash, on starboard, had the upper hand when the two boats converged, forcing *Rosebud* to tack away from the line. *Flash* then flopped over to port and finished, followed 14 seconds later by *Rosebud*. "Next year, we'll stack the deck by inviting Liz (Baylis), too!" figured *Rosebud* crew Brent Ruhne.

Next to finish was the Andrews 45 *Locomotion*, under charter to Dave Janes and his SoCal *J-Bird* gang. They would easily have won the division, as well as overall, but were subsequently thrown out by *Rosebud* for barging at the light air start. (Several of the *Locomotion/J-Bird* crew were former crew on *Alta Vita*, *Rosebud*'s arch rival for many years, and apparently the feud lingers.) *Natazak*, Steve Williams' blue SC 52, finished just over an hour after the two TP-52s, correcting out to first by 4 minutes and change. All the big boats reported sev-



Malcolm Brown; 3) **Absolute 2002**, Sydney 38, Keith MacBeth; 4) **Flashgirl**, Wylie 39 custom, Commodore Tompkins. (8 boats)

DIV. V — 1) **Natazak**, SC 52, Steve Williams; 2) **Flash**, Andrews TP 52, Mark Jones; 3) **Rosebud**, R/P TP 52, Roger Sturgeon; 4) **Rollercoaster**, SC 50, Jack Gordon. (7 boats)

DIV. VI (multihull) — 1) **Mindbender**, F-25c, Christopher Sundberg. (2 boats)

OVERALL — 1) **Summer Moon**; 2) **Natazak**; 3) **Flash**; 4) **Rosebud**; 5) **Outrageous**. (35 boats; www.scyc.org)

West Marine Fun Regatta

The Santa Cruz YC junior program and West Marine hosted their tenth annual West Marine Fun Regatta on September 11-12. Once again, the regatta attracted more than 100 junior sailors for fleet racing on Monterey Bay in El Toros, Optimists, Lasers, 420's, FJs and 29ers. The event also included an evening of rides and thrills at the Santa Cruz Beach Boardwalk to complement the challenging conditions sailors found on the two courses set by SCYC.

Weather conditions on Saturday were perfect — the fog cleared in the middle of the first race, and winds held steady at 12 knots. On Sunday, Monterey Bay challenged sailors and race committee volunteers alike, with an easterly that shifted left, left, left — and puffed between five and eight knots. In addition to the top finishes in the 8-race series, sailors also were rewarded with prizes for "most improved", "most fun", and

gan Larson, spoke to the group on Sunday morning, recounting his experiences in Olympic trials, ocean racing, and world championship dinghy racing. The annual event is the biggest fundraiser for the SCYC Junior Program, and was declared a 'major success' by West Marine VP Chuck Hawley and SCYC Fun Regatta chairperson Adele Gardner.

"This event provides the kids with a great 'ocean racing' experience, as well as top level clinics and coaching," said Gardner. "We really appreciate the dozens of volunteers who help make this such a large and successful regatta. We're also grateful to West Marine for continuing to give junior sailing such a boost."

— *steve reed*

EL TORO 'A' — 1) Max Fraser; 2) Allison Heckman; 3) Ross Whitlock. (6 boats)

EL TORO 'B' — 1) Caitlin Hanavan; 2) Gannon Pillsbury. (5 boats)

OPTIMIST — 1) Ben Lezin; 2) Michael Grove; 3) Ian Simms. (11 boats)

LASER RADIAL — 1) Rogan Kriedt; 2) Nicholas Dugdale. (4 boats)

LASER — 1) Brian Malouf; 2) Sean Kelly; 3) Colin Brochard. (6 boats)

CFJ — 1) Henry Nieuwstad/Emma Reimer; 2) Jack Porter/Giselle Moya; 3) Brian Hoover/Thomas Smith. (27 boats)

420 — 1) David Rasmussen/Mark Anders; 2) Megan Grove/Lindsay Grove; 3) Erik Glaser/Thomas Brook. (8 boats)

29er — 1) John Heineken/Mike Kushner; 2) Edward Gardina/Brooks Reed; 3) Mallory McCollum/Carmen Bozina. (5 boats)

Rolex Swan Cup

Over 100 Swans from 17 countries —



Kid stuff — The 27-boat CFJ fleet charges off the line at the West Marine Fun Regatta. Henry Nieuwstad and Emma Reimer won the class.

"best sportsmanship" for each fleet.

Local hero Trevor Baylis, who just finished first in the 505 Worlds with Mor-

including eight American boats — convened in Porto Cervo, Sardinia, in mid-September for the 13th biennial Rolex Swan Cup, aka the Swan Worlds. The elegant and perpetually busy YC Costa Smeralda put on the five-day regatta, once again sponsored by Rolex and sailed



LATITUDE/ROB

eral hours of exciting sailing, hitting speeds in the low 20s as the wind piped up to 25-30 knots between Pigeon Point and Davenport.

The smaller boats, as usual, got the short end of the stick. Nine boats eventually threw in the towel, though the tiniest boat — Dan Nitake's Moore 24 *Sweet* masochistically stuck it out, pulling in last at 4:38 a.m.

Altogether, it was a fine way to start the Labor Day Weekend, especially if you were on a big boat. However, it was a far cry from the El Niño-influenced 1983 race, when Donn Champion's *Merlin*, with designer/builder Bill Lee among the crew, set the existing course record of 5 hours, 59 minutes against a healthy 86-boat fleet. That lowered the previous record, held by the 73-foot ketch *Stormvogel*, by more than three and a half hours!

DIV. I (SC 27) — 1) **1st Impression**, Rick Gio/Jan Grant; 2) **Hanaelel**, Beat Neaf. (5 boats)

DIV. II (doublehanded) — 1) **Salty Hotel**, Express 27, David Rasmussen; 2) **Slingshot**, SC 27, Frank Lacombe. (4 boats)

DIV. III — 1) **Eclipse**, Express 37, Mark Dowdy; 2) **Spindrift V**, Express 37, The Wrights; 3) **Hazardous Waste**, J/105, Cihak/Sack/Youngling; 4) **Wetsu**, Express 27, Phil Krasner. (9 boats)

DIV. IV — 1) **Summer Moon**, Synergy 1000, Mike DeVries/Tony Pohl; 2) **Outrageous**, Olson 40,

STEVE REED

RACING SHEET

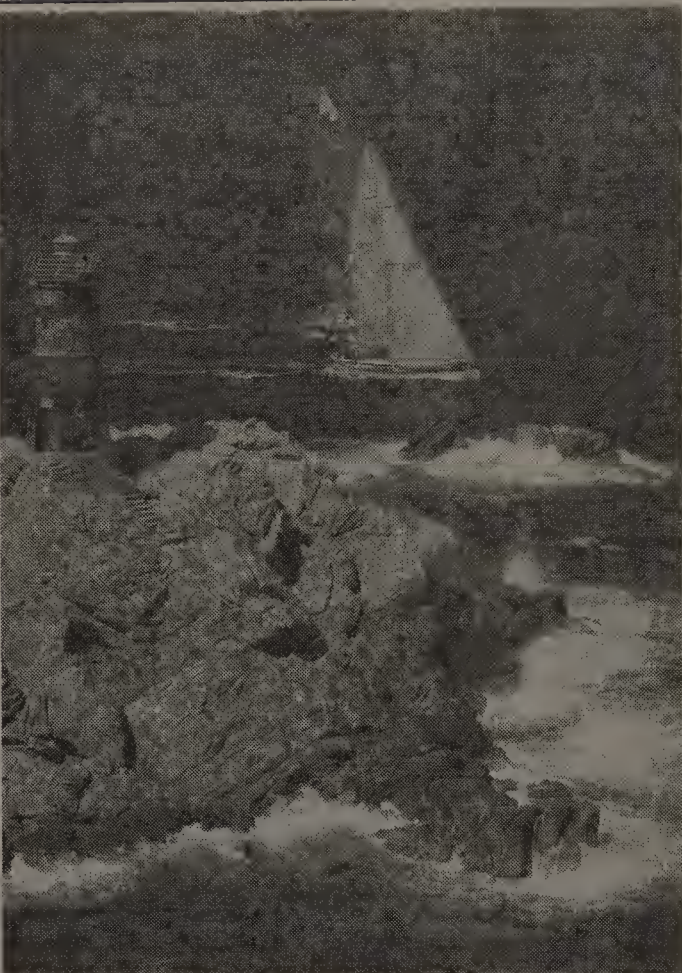
under Swan's mysterious in-house rating rule. The setting is spectacular — world-class sailing conditions, big boats and bigger tenders, and a *Lifestyles of the Rich and Famous* shoreside scene. Porto Cervo was overrun with beautiful people, not to mention some of the best sailors on the planet: Paul Cayard, Russell Coutts, Ed Baird, Ellen McArthur, Gary Weisman, and Adrian Stead, to name just a few.

Class A consisted of 27 larger Swans, ranging in size from 51 to 86 feet. Class B was a one design class for 20 of the still relatively new Swan 45s, which look like Farr 40s with teak decks and actual interiors, and was easily the most competitive group. Class C/D, which started life as two classes but ended up as one, was a hodge-podge of 43 smaller and mostly older Swans. A dozen or so big Swans in a 'cruising class' showed up apparently just to party, as they never left the dock.

Italy accounted for 30 of the entries, followed by the UK (21), Germany (14), and France (9). Not surprisingly, Italian boats did well in the final standings, with Massimo Dentice's Swan 70 *Bugia Bianca* dominating Class A and Roberto Ferraro's Swan 48 *Solenia 2* running away with Class C/D. Only *Vertigo*, a British Swan 45, prevented an Italian sweep, narrowly defeating Leonardo Ferragamo's *Cuordileone*, which had Paul Cayard aboard as tactician. Ferragamo owns Nautor Swan in addition to the clothing and apparel company that bears his name. Did we mention there were rich and beautiful people everywhere?

After five days of mostly light-air racing around rocky islands and lighthouses — and one very wet and windy layday — *Solenia 2* was declared the overall winner based on their fine 1,(5),1,1,1 record in the large Class C/D. *Solenia 2* was impressively sailed by helmsman Lorenzo Bressani, tactician Tomasso Chieffi, and a crew which included several other pro sailors.

We had the pleasure of chasing *Solenia 2* all week aboard Damon Guizot's gorgeous Swan 53 *Katrina*, which sails under the California YC burgee. Some new Hood sails and being one of the biggest boats in the little class helped our cause, and we were happy to end up third in class behind *Solenia 2* and the hot Italian Swan 46 *Eurosia*, a past three-time overall winner of the event. "We exceeded our expectations," admitted Guizot, a Los Angeles attorney who came in 11th in class in this regatta



CARLO BORLENGHI



CARLO BORLENGHI



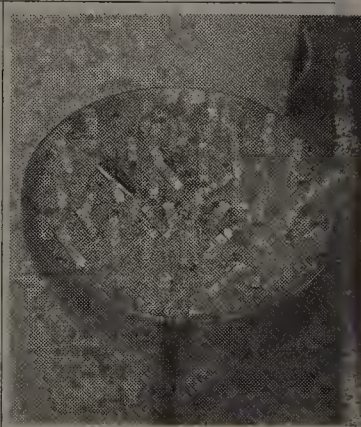
Rolex Swan Cup 2004, from upper left — Sardinia's rocky coastline is one of the most scenic racing venues in the world; the Swan 45 class on the starting line; riding the rail on the Swan 53 'Katrina'; and a pair of 45s at the weather mark. All photos 'latitude'/rob except as noted.

two years ago.

Among Guizot's 14-person crew were nine other Californians: driver Robin Sodaro, navigator Tom Leweck, Alan Blunt, Carrie Dair, Peter Moss, Kevin Riley, Tony Cannon, younger brother Brian Guizot, and this reporter. *Katrina*, which has lived in Europe the last two years, will be coming home to California now, possibly stopping in the Caribbean for some spring regattas.

Other American boats fared as follows: Class A — *Lolita* (Swan 56, Frank Savage, 5th); *Constanter* (Swan 62-RS, Willem Mesdag, 7th); *Chippewa* (Swan 68, Clay Deutsch, 8th); Class C/D — *Aura* (Swan 44, Bill Kardash, 7th), *Mr. Bullfrog* (Swan 47, Joseph Fantasia, 28th), *Hinano* (Swan 48, Fabio Scalzi, 29th), *Sky* (Swan 53, Jim Reiher, 30th).

CLASS A — 1) *Bugia Bianca*, Swan 70, Mas-



Swan Cup, cont'd — Life was good aboard 'Katrina'; the Swan 48 'Solenia 2' was the overall winner; the ashtray at the entrance to the YC Costa Smeralda — everybody smokes!; a trio of Swans fly downwind in formation; clear air was vital at the crowded starting lines.

simo Dentice, ITA, 6 points; 2) **Stay Calm**, Swan 70, Stuart Robinson/Jamie Small, GBR, 22; 3) **Aqua Equinox**, Swan 56, Filip Balcaen/Jamie Connelly, BEL, 23. (27 boats; 6 races)

CLASS B (Swan 45) — 1) **Vertigo**, Marco Salvi/Alberto Signorini, GBR, 8 points; 2) **Cuordileone**, Leonardo Ferragamo/Paul Cayard, ITA, 11; 3) **Mascalzone Latino**, Vincenzo Onorato/Vasco Vascotto, ITA, 14. (20 boats)

CLASS C/D — 1) **Solenia 2**, Swan 48, Roberto Ferraro/Lorenzo Bressani, ITA, 4 points; 2) **Eurosia**, Swan 46, Loris Vaccari/Michele Vaccari, ITA, 13; 3)

Katrina, Swan 53, Damon Guizot/Robin Sodaro, USA, 14. (43 boats)

Full results — www.yccs.it

Jazz Cup

Upwind to Benicia? That's the short version of what happened at the 16th annual Jazz Cup, held on Saturday, September 5. "We changed the course length to 26 miles in honor of the Olympics, and predicted Athens-like conditions for the

race," said race official Randy Wells. "That proved to be a little too accurate — sweltering 90° heat and wind from all over the place!"

Eventually 38 boats out of the 97-boat fleet DNFed the interminable light-air, upwind slog. The first multihull to the Benicia YC finish line was — no surprise — Bill Erkelens, Sr's D-Cat *Adrenaline* at 4:44 p.m., after 4 hours and 54 minutes of sailing. That was over double the time of the existing course record of 2 hours, 8 minutes, which Erkelens set last year in one of his smaller multihulls,

THE RACING



the C-Cat *Freedom*.

The first monohull to finish was Bob Barton's Andrews 56 *Cipango*, which arrived at 4:39 p.m. after crawling along for 5 hours, 34 minutes. First in fleet on corrected time went to Bob Bloom's J/35 *Jarlen*, helmed by J/105 sailor Tim Russell. The Farr One Ton *Bodacious*, sailed by John Clauser and Bobbi Tosse, was a close second overall, just 32 seconds behind. *Lady in Red*, Stuart Wakeman's tiny Ultimate 20, was third overall, 13 seconds behind *Bodacious*.

The winner of the actual Jazz Cup, which is a competition limited to members of co-hosts Benicia YC and South Beach YC, was a Benicia boat, Tim and Laurie Merrill's Beneteau 40.7 *Tout Suite*. "We had no idea we'd won," said Laurie. "Around 10:30 p.m. a dinghy approached our dock party. It turned out to be Joe Marra, the Benicia race chairman, holding up the Jazz Cup!" Joining the Merrills in celebration were crew Dave and Stacy Jones, Larry Gibbs, Jeremy Nason, Mary Mueller, Jim Coburn, Huck Tomason and Mike Munn.

With the total collapse of the NOOD Regatta and the gradual erosion of the Windjammer fleet, the Jazz Cup can now legitimately claim to be the biggest sailing event on Labor Day Weekend. Still, the 97-boat fleet fell far short of the organizers' projected 130-150 boats, as well as shy of the 132-boat record of 2000. "Something is going on to suppress participation," said Wells, who was mystified by the relatively light turnout.

DIV. I (< 70) — 1) *Bodacious*, Farr One Ton, John Clauser & Bobbi Tosse; 2) *Sweet Sensation*, 1D-35, GPSA; 3) *Sand Dollar*, Mumm 30, Erich Bauer; 4) (tie) *Ragtime*, J/90, Frank Sloodman, and *Tout Suite*, Beneteau 40.7, Tim Merrill. (11 boats)

DIV. II (70-112) — 1) *Jarlen*, J/35, Bob Bloom/Tim Russell; 2) *Yucca*, 8-Meter, Hank Easom; 3) *Knots 2*, J/109, John Notman; 4) *Juno*, Express 37, David Cort; 5) *Chile Pepper*, J/105, John Downing; 6) *Flexi Flyer*, Soverel 33, Mitch Wells; 7) *Jitterbug*, J/105, Joe Wells. (15 boats)

SPORTBOAT — 1) *Lady in Red*, Ultimate 20, Stuart Wakeman; 2) *E.T.*, Antrim 27, Liz Baylis &

Hot Jazz Cup 'action' — Limping across the finish in a dying easterly; even Bill Erklens, Sr.'s rocketship 'Adrenaline' couldn't get going.

Todd Hedin; 3) *Enzo*, Hobie 33, Bill & Melinda Erkelens; 4) *UFO*, Ultimate 20, Charles Allen; 5) *Shenanigans*, Express 27, Bill Moore. (11 boats)

DIV. IV (103-137) — 1) *Jane Doe*, Olson 911-S, Bob Izmirian; 2) *Bear Naked*, Wylie 34, Noble Griswold; 3) *Maguro*, Santana 35, Jack Maguro; 4) *Dreamtime*, Olson 911-SE, Roger Craine; 5) *Fancy*, Ericson 33, Chips Conlon. (12 boats)

DIV. V (138-160) — 1) *Cayenne*, Olson 25, John Young; 2) *Warhoop*, Contessa 33, Chris Tingali; 3) *Samba*, Olson 25, Roger Anderson; 4) *Wildberry*, Beneteau 36s7, Rob Berry; 5) *Wind Dragon*, Catalina 34, Dave Davis; 6) *Jet Lag*, Catalina 34, Roger Roe. (16 boats)

DIV. VI (Catalina 30) — 1) *Adventure*, Jack McDermott; 2) *Starkite*, Laurie Miller; 3) *Eurydice*, George Biery. (8 boats)

DIV. VII (161-204) — 1) *TMC Racing*, J/24, M. Whitfield; 2) *Chesapeake*, Merit 25, Jim Fair; 3) *Dreamer*, Hunter 31, Doug Gooding; 4) *Wuvulu*, IB-30, John New. (10 boats)

DIV. VIII (> 205) — No finishers. (5 boats)

F/24 — 1) *Triple X*, Lee Garami; 2) *Origami*, Ross Stein. (6 boats)

MULTIHULL — 1) *Adrenaline*, D-Cat, Bill Erklens. (3 boats)

OVERALL — 1) *Jarlen*; 2) *Bodacious*; 3) *Lady in Red*; 4) *TMC Racing*; 5) *Adrenaline*. (97 boats)

Full results — www.southbeachyc.org.

Box Scores

Religion, politics and sex. You'll get none of that stuff in *Box Scores*, nor much of anything else except race results. Here are the bare facts on a bunch more regattas that took place last month:

S.F. CLASSIC (StFYC: Aug. 27-29):

CLASSIC — 1) Mike Percy; 2) Steve Sylvester; 3) Bill Weir; 4) Seth Besse; 5) David Wells; 6) Ben Bamer; 7) Jean Rathle; 8) Steve Bodner; 9) Al Mirel; 10) Mike Zajicek. (29 boats; winning time — 1:06:45)

ULTRA-NECTAR CHALLENGE — 1) Ben Bamer; 2) Mike Zajicek; 3) Steve Sylvester; 4) Mike Percy; 5) Eric Christensen; 6) Chenda Hertus; 7) David Wells; 8) Seth Besse; 9) Bill Weir; 10) Jean Rathle. (29 boards; new record of 45:51)

COURSE RACING — 1) Rob Hartman; 2) Bill Weir; 3) Steve Sylvester; 4) Al Mirel; 5) Ben Bamer; 6) Jean Rathle; 7) Eric Christensen; 8) Steve Bodner; 9) Chris Radkowski; 10) Fernando Martinez. (27 boards; 7 races; no throwouts)

Full results — www.stfyc.com

FRANKS TRACT (Andreas Cove YC: Aug. 21-22):

PHRF — 1) *Bandit*, 5.5 Meter, Karri Shepard, StkSC. (2 boats)

LARGE CRUISER — 1) *Halcyon*, Newport 28, Jeannie & Mark Westerman, ACYC; 2) *Proto-Star*, Cal 27, David Van Dyke, StkSC. (4 boats)

SMALL CRUISER — 1) *Crush*, Gladiator 24, Lee/Johnson/Bauhofer, ACYC; 2) *Kamika*, Columbia Challenger, Dave & Rose Eberhard, ACYC. (5 boats)

OVERALL — 1) *Crush*; 2) *Halcyon*; 3) *Kamika*. (11 boats; 3 races)

BAY OPTI CHAMPIONSHIP (SFYC: Aug. 28-29):

1) David Leibenberg, 17 points; 2) Cody Nagy, 20; 3) Claire Dennis, 25; 4) Ben Lezin, 26; 5) James Moody, 53; 6) Ian Simms, 55; 7) Tanner Nagy, 64; 8) Finn-Erik Nilsen, 68; 9) Mariana Cordero, 79; 10) Alek Nilsen, 84. (19 boats; 10 races; 1 throwout)

FARR 40 PRE-WORLDS (SFYC: Sept. 4-5):

1) *Samba Pa Ti*, John Kilroy/Paul Cayard, 32 points; 2) *Slingshot*, Chuck Parrish/Dee Smith, 36; 3) *Nerone*, Massimo Mezzaroma/Vasco Vascotto, 41; 4) *Le Renard*, Steve Phillips/Mark Reynolds, 50; 5) *Crocodile Rock*, Alex Geremia/Scott Harris/Vince Brun, 51; 6) *Heartbreaker*, Bob Hughes/Andy Horton, 52; 7) *Mean Machine*, Peter de Ridder/Ray Davies, 54; 8) *Pegasus*, Philippe Kahn/Morgan Larson, 54; 9) *Groovederci*, Deneen & John Demourkas/Stu Bannatyne, 56; 10) *Barking Mad*, Jim Richardson/Terry Hutchinson, 57; 11) *TWT*, Rodolfi Marco/Tiziano Nava, 59; 12) *Riot*, Marc Ewing/Ed Baird, 72; 13) *Evolution*, Richard Perini/Hamish Pepper, 78; 14) *Shadow*, Peter Stoneberg/Peter Isler, 78; 15) *Tempstress*, Alan Field/Rick Merriman, 80. (30 boats; www.sfyc.org)

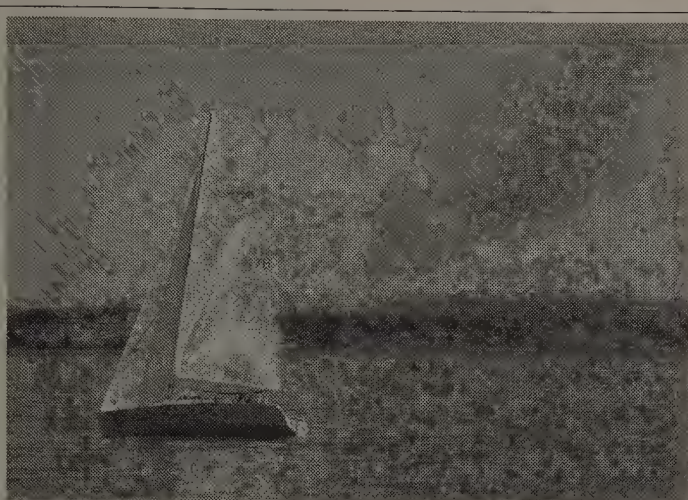
Winning crew — John Kilroy (owner/driver), Paul Cayard (tactician), Jeff Madrigali, Eric Arndt, Justin Smart, Oliver Davis, Jeff Reynolds, Jim Barton, Dan Fong.

STILLWATER COVE (MPYC: Sept. 4-5):

1) Pat & Brendan Bradley, 13 points; 2) Doug Baird/Peter Baldwin, 17; 3) Dick Clark/Jeff Gorman, 17; 4) Bill & Katie Worden, 24; 5) Jack & Patti McAleer, 25; 6) Dan Simmons/Beth Perryman, 28; 7) Pax Davis/Ed Torvea, 38. (13 Mercuries; 5 races; 0 throwouts; www.mercury-sail.com)

ALAMEDA INTERCLUB FINAL RESULTS:

SPINNAKER I (< 173) — 1) *Wind Dragon*, Catalina 34, Dave Davis, 11 points; 2) *Double Agent*, Merit 25, Robin Ollivier, 12; 3) *Peggy Sue*, Laser 28, 14. (8 boats)



LATITUDE/ROB

FAT 30 — 1) **Spindrifter**, Tartan 30, Paul Skabo, 5 points; 2) **Lelo Too**, Tartan 30, Emile Carles, 9; 3) **Wuvulu**, IB 30, John New, 18. (7 boats)

CATALINA 34 — 1) **Crew's Nest**, Ray Irvine, 7 points; 2) **Mottley**, Chris Owen, 10. (6 boats)

SPINNAKER II (> 186) — 1) **Lone Ranger**, Ranger 26, Ken Viaggi, 9 points. (3 boats)

NON-SPINNAKER — 1) **Flotsam**, Yankee One Design, Brad & Geoff Clerk, 7 points; 2) **Knotty Sweetie**, C&C 32, G. Johnson, 17; 3) **Free Spirit**, Ericson 32-2, Gary Barker, 18; 4) **Tourist in Paradise**, Hobie 33, Len & Liz Williams, 21; 5) **Peddler**, Catalina 27, Norm Rehm, 24. (13 boats)

MULTIHULL (spinnaker) — 1) **Three Sigma**, F-27, Chris Harvey, 7 points; 2) **Prime Directive**, F-31, Dave Gilman, 11; 3) **Defiance**, Cross 46, Mike Ropers, 13; 4) **Humdinger**, Greene 35, Larry Olsen, 21; 5) **Sea Bird**, F-27, Rich Holden, 26. (15 boats)

MULTIHULL (non-spin) — 1) **Mood Indigo**, Gemini 105-MC, Rich Kerbavaz, 7 points. (3 boats)
(6 races; 1 throwout)

SOUTH BAY YRA #6 (BBYC; Sept. 18):

DIV. A — 1) **Windwalker**, Jeanneau 36, Jim Benson; 2) **Heathcliff**, Catalina 27, Ed Hoff. (4 boats)

DIV. B (masters) — 1) **Mer Linda**, Catalina 30, Mark Hale; 2) **Summertime**, International Folkboat, Luther Izmirian. (4 boats)

DIV. C (non-spin) — 1) **January's Child**, Hunter 34, Stan Phillips. (3 boats)

DIV. D (masters) — 1) **Dolphin**, Cal 2-30, Robert Young. (1 boat)

SSS HALF MOON BAY (HMBYC; 9/11; 24.5 miles):

SH-II — 1) **Timber Wolf**, Farr 38, Dave Hodges; 2) **Xpression**, C&C 110, Dirk Husselman. (4 boats)

SH-III — 1) **Sail A Vie**, Ericson 35 Mk. II, Phil MacFarlane; 2) **Westerly**, Westsail 39, Steve Wilson. (4 boats)

SH-IV — 1) **Miss Laney**, Ericson 30+, Daniel Alvarez. (3 boats)

SH-V — 1) **True North**, C&C 37, Jeff Dunnavant; 2) **Sirius**, C&C 37, Michael Tyng. (5 boats)

SH-SPORTBOAT — 1) **Starbuck**, Black Soo, Greg Nelson; 2) **Sleeping Dragon**, Hobie 33, Mark Halman; 3) **Moore Havoc**, Moore 24, Mark Moore. (7 boats)

SH-OVERALL — 1) **Timber Wolf**; 2) **Xpression**; 3) **Sail A Vie**. (24 boats)

DH-I (multihull) — 1) **Wingit**, F-27, Ray Wells. (1 boat)

DH-II — 1) **Tiger Beetle**, N/M 45, Rob Macfarlane; 2) **Shamrock**, C&C 41, Jim Connelly. (4 boats)

DH-III — 1) **Borderline**, Olson 911-SE, Bill

Jazz Cup, cont'd — Paul Kamen ('Dasher') floated over to say hello; 'Lady in Red' and one of three brush fires visible from San Pablo Bay.

Charron; 2) **Stink Eye**, Laser 28, Jonathan Gutoff. (5 boats)

DH-IV — 1) **Chelonia**, Yankee 30, Ed Ruszel; 2) **Sea Witch**, Yankee 30, Robert Boyton. (5 boats)

DH-V — 1) **Iowa**, Unter 380, Rick Dalton. (2 boats)

DH-SPORTBOAT — 1) **Desperado**, Express 27, Mike Bruzzone. (2 boats)

DH-OVERALL — 1) **Desperado**; 2) **Andiamo**, SC 27, Mike Warren; 3) **Borderline**. (18 boats)

Complete results — www.sfbaysss.org

FICKER CUP (LBYC; Catalina 37s; Sept. 17-19):

1) Scott Dickson, Long Beach YC, 13-1; 2) Bill Hardesty, San Diego YC, 11-3; 3) Jon Pinckney, Newport Harbor YC, 11-3; 4) Simon Minoprio, Royal New Zealand YS, 6.5-7; 5) Dave Ridley, Long Beach YC, 6-8; 6) Nathan Hollerbach, Bayview YC, 4-10; 7) John Singens, Larchmont YC, 3-11; 8) Colin Campbell, King Harbor YC, 1-13. (8 teams; www.lbyc.org)

Winning team — Scott Dickson, John Bell, Sonny Gibson, Payson Infelise, Graeme Sutherland, Dave Swete.

FALL ONE DESIGN #2 (SCYC; Sept. 18; 3 races):

A-CAT — 1)

Bill the Cat, Bruce Edwards, 4 points. (3 boats)

OLSON 30

— 1) **Shadow**, Lena Parker, 4 points. (3 boats)

SC 27 — 1)

Duet, Robert DeWitt, 6 points; 2) **Mistress Quickly**, Larry Weaver, 9; 3) **Hanalei**, Rob Schuyler, 10. (7 boats)

MELGES 24 — 1) **Sofa King Fast**, Bret Gripenstraw/Dennis Bassano, 3 points. (2 boats)

MOORE 24 — 1) **Wildfire**, Howard Ruderman, 5 points. (3 boats)

SANTANA 22 — 1) **Insanity Cruz**, Mark Langer, 4 points. (3 boats)

Race Notes

Sale boats of the month: Longtime

Santana 35 owner **Doug Storkovich** and his fiancée Sydney Reed (who will become his wife in late October) recently bought the 1992 Andrews 56 *Trinidad* (ex-*Delicate Balance*, ex-*Aldora*) up in Seattle. They'll rename the boat **Delicate Balance**, and bring it south after the first of the year, possibly entering the Cabo Race in late March. Storkovich figures he'll keep his Santana 35 *Dance Away* for awhile, as the new boat will be on the road a lot, either racing or cruising. . . Another former Santana 35 owner, Jim Graham, moved to Annapolis last month, taking his Columbia 5.5 Meter **Cheater** with him.

StFYC members Thomas Sponholtz, who has his Beneteau 40.7 **Blue Agave** on the market, and former J/105 campaigner Ian Charles are buying a Hobie Tiger together, and have hired multihull guru Jay Glaser to get them up to speed. "From there, it's an easy transition to the Tornado," said Charles. "Maybe we'll even make a go at an Olympic effort." . . . California YC member Joe Simpkins bought Bill LeRoy's turbo SC 50 **Gone With the Wind**, and will race it out of Marina del Rey. . . Top Beneteau 36.7 skipper Andy Costello, current owner of **Ricochet** and former owner of *Mistral*, is moving up to the Sydney 38 **Big Time**, which he bought in Chicago. . . Nancy Pettingill of Point Richmond has retired her Thunderbird in favor of an Alerion Express 28. The new-to-her boat, which is from Wisconsin, will be raced under the name **Maeve**. . . The blue J/105 **UL**



BOB NAGY

Shoebbox racing — David Liebenberg won the S.F. Bay Opti Championship. See 'box scores' for the other top finishers.

timatum is now owned by former IOR racer Musto Qunan.

Things change: Three events that didn't happen last month were the **Labor Day Regatta** (ex-NOOD), the **Quickboat Series**, and the **San Francisco Bay Series** (a five-regatta grand prix fall cir-

THE RACING SHEET

cuit which withered after just two years). All were canceled due to lack of interest. . . Speaking of three events, here, in our opinion, are the best three reasons to visit the Caribbean next spring: the **25th Heineken Regatta** at St. Maarten (March 4-6; www.heinekenregatta.com); the **BVI Spring Regatta and Sailing Festival** (March 28-April 3; www.bvi-springregatta.org); and **Antigua Sailing Week** (April 24-20; www.sailingweek.com).

Win/win deal: Long Beach YC and Alamitos Bay YC have combined forces to fill the void left by the demise of Bruce Golison's North Sails Race Week, announcing an expanded format for the **26th Long Beach Race Week** on June 24-26. "Utilizing the facilities, regatta management and infrastructure of both clubs, our goal is to become the largest, most prestigious yacht club-run event in Southern California," stated LBYC's Randy Smith, who will co-chair the revamped regatta with ABYC Commodore Kevin Ellis. Organizers expect about 150 boats to participate, and will provide water taxi service between the two clubs.

U.S. Sailing Championships: **Cape**

Cod Wishbone, the reigning world champion match racing team, defeated Somerville Silver Panda on a tiebreaker to win this year's **Hinman Trophy**. Sixteen three-boat teams competed in Vanguard 15s at Bayview YC in Detroit. The winning team consisted of Mark Ivey, Olympian Tim Wadlow, Karen Renzulli, Matt Lindblad, Erin Largay, and Tim Fallon.

Five other U.S. Sailing national championships should be finished, or nearly so, by the time you read this: the **Mallory Cup** (men's fleet racing in Lightnings, Long Beach Island YRA, NJ, Sept. 20-25); the **Prince of Wales Trophy** (match racing in Sonars, St. Petersburg YC, Sept. 21-25); the **Lloyd Phoenix Trophy** (fleet racing in Catalina 37s at Long Beach YC, Sept. 23-26); the **Champion of Champions** (fleet racing in JY-15s at Raritan YC, Perth Amboy, NJ, Sept. 29-Oct. 2); and the **Allegra Mertz Trophy** (women's match racing in Sonars, hosted by the NYYC in Newport, RI, on Sept. 30-Oct. 3). Visit www.ussailing.org to see who won.

Random notes: 21 boats, ranging in size from *Pyewacket* to the new Columbia 30 *Cartel*, are already paid up for next March's revived **Newport-Cabo Race**. Dozens more seem to be waiting in the wings, assuring that this will be a healthy fleet. See www.nhyc.org for the current list. . . 85 boats, including five from California, sailed in the **29er Worlds** at Lake Silvaplana, Switzerland, last month. Santa Cruz junior sailor **Brooks Reed**, with Matt Noble crewing, led our contingent, finishing a respectable 18th. . . U.S. sailors medalled in each of the two sailing events at the **Paralympic Games** in Athens. Tom Brown (Northeast Harbor, ME) took the silver in the 2.4 Metre class, while **John Ross-Duggan** (Newport Beach) and crew took the bronze in Sonars.

Mumm's the word: Richard Perini's Sydney, AUS-based *Foreign Affair*, with Steve Flam calling tactics, won the 21-boat **Bell Mumm 30 Worlds** in Toronto. Shark Kahn, age 15, led the 7-race regatta going in the finale, but got into foul trouble at the leeward gate. Pending a protest, Shark finished third, while his dad Philippe ended up eighth.



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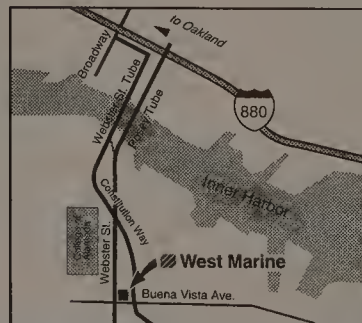


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recent regattas and to sign up for classes!

Match Racing – October 22-24

Racing rules, tactics and strategy, advanced maneuvers, spinnaker tuning, match racing (how to play the game). This class will cover match racing rules on Friday evening from 6-8 pm, followed by two full days of instruction over the course of one weekend from 9-4 on both Saturday and Sunday.

Next Class: Oct. 22, 23 & 24, 2004

Price: \$380/person. Group discounts available.

Introduction to Racing

A basic introduction to yacht racing, which includes sail trimming, racing rules and boat handling. Classes are held Monday and Wednesday evenings from 6-9 pm and students may crew for a Friday night beer can race after completion of the class. Class time is split between in-class instruction and on-the-water training. We request students have a minimum one year of sailing experience. No racing experience required.

Next Class: Oct. 4 & 6, Oct. 18 & 20

Price: \$165/person. Group discounts available.

Intro. to Racing – SPINNAKER

A basic introduction to yacht racing which includes spinnaker sets, gybes, drops and trimming. Classes are held Tuesday and Thursday evenings from 6-9 pm and students may crew for a Friday night beer can race after completion of the class. Class time is split between in-class instruction and on-the-water training. Prerequisite is Introduction to Racing.

Next Class: Oct. 5 & 7, Oct. 19 & 21

Price: \$165/person. Group discounts available.

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ONE DESIGN **35** THIRTYFIVE

With reports this month on the **Flotilla Chartering Concept**, a female student's recollections of her **Offshore Passage Making Ordeal**, and miscellaneous **Charter Notes**.

Chartering Partners? Who Needs Them? Try a Flotilla Charter Instead

If you've had trouble organizing a group of friends or family members to charter with you, don't give up. We've got the perfect solution: forget about 'em and simply book a berth on an organized 'flotilla' instead.

In today's world, where virtually everybody seems to be overextended, it can be incredibly exasperating to put a group together — sometimes even for a daysail, let alone for an exotic charter overseas. We've heard many horror stories from folks who've spent months pouring over the details of what was meant to be the trip of a lifetime, only to have their dreams shattered when their friends bailed on them at the last minute. Sound familiar? If so, read on.

The flotilla concept is basically this: a group of boats sails more or less the same route together through a charter venue, with all details such as provisioning and route planning organized in advance by

With its fair winds and natural beauty you'll never tire of sailing the British Virgins. Pictured here is the famous Baths on Virgin Gorda.



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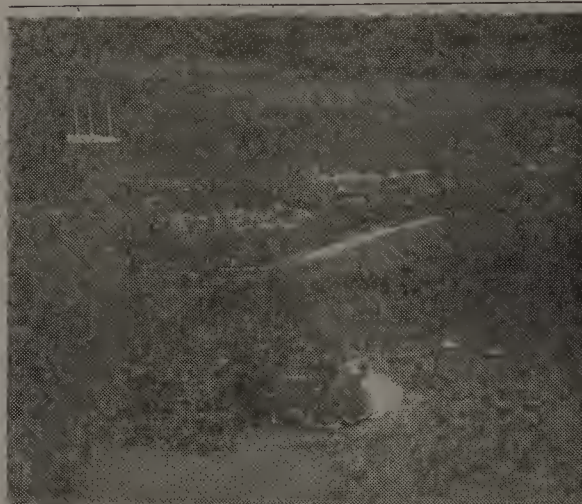
the trip organizers. While some boats within a given flotilla fleet may be entirely booked by a family or group of friends, the general idea is that individuals may book by the berth or cabin rather than having to take responsibility for a whole boat. There is generally always a lead boat with a group leader on board who shepherds the fleet, solves problems and sometimes also offers sailing instruction to his passengers. Although there are exceptions, sailing flotillas are typically run on similarly-sized bareboats rather than on custom charter yachts. Usually 3 to 10 boats make up a flotilla fleet.

We're not sure where the flotilla concept first came into play, but we do know that such trips are enormously popular in the Med and Aegean. Germans, Brits, Frenchmen and Scandinavians seem to absolutely love them, especially in Greece and Turkey. That being the case, joining a flotilla overseas which is marketed internationally can be a fascinating multicultural experience.

Here in the Bay Area, at least a half dozen chartering outfits — principally sailing schools or 'clubs' — organize overseas flotillas for their clients. Such trips serve as 'added value' for loyal patrons and can give less-experienced sailors real world, hands-on experience in all aspects of running a boat including sail handling, navigating, anchoring and docking. For those who would otherwise be uncomfortable taking full responsibility for a boat on their own, a week or two of flotilla chartering — where responsibilities are shared — can be an ideal confidence-builder. If instruction is offered, it may be just casual coaching or, in some cases, formalized instruction that leads to a certification.

Flotilla charters also serve as a great introduction to a given cruising area. Suppose, for example, that you'd like to take your family sailing in the Greek Isles someday. By first learning the lay of the land on a flotilla, the job of captaining a boat on your own later will be much less challenging — and you'll undoubtedly pick up lots of local knowledge from your

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group leader.

Before we go too far, we should probably address some potential concerns of the uninitiated. First, if you're picturing a half dozen boats sailing in tight formation, you've got the wrong idea. Boats generally aren't required to sail in tandem. They're just meant to rendezvous at the same port or anchorage each afternoon — especially if meals are being organized ashore. On many sailing club trips, however, there's even more flexibility. As long as boats are moving in the

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- Club Nautique, Sausalito, Alameda, Coyote Pt.**
(800) 343-SAIL; www.clubnautique.net
- Modern Sailing Academy, Sausalito**
(800) 995-1668; www.modernsailing.com
- OCSC, Berkeley (members only)**
(800) 223-2984; www.ocscsailing.com
- Pacific Yachting & Sailing, Santa Cruz**
(800) 374-2626; www.pacificsail.com
- Tradewinds Sailing School & Club**
Pt. Richmond & Richmond Marina Bay
(510) 232-7999; www.TradewindsSailing.com
- Spinnaker Sailing of Redwood City**
(650) 363-1390; www.spinnakersailing.com

OF CHARTERING



Clockwise from upper left: Few places in the Caribbean Basin are more serene than the Grenadines' Tobago Cays; flotilla boats lie stern-to in a Turkish cove; an idyllic vignette of Greek life on the Ionian island of Corfu.

same general direction, there's often no hard and fast requirement that they overnight in the same anchorage as everybody else, as long as they make their plans known via radio. A simple consensus among a particular boat's crewmembers usually settles most debates.

And what if you get stuck with a

bunch of whiners or weirdos? We'll concede that when booking by the berth from a big company, the nature of your shipmates is usually unknown to you in advance. But it's also true that such adventurous trips are somewhat self-limiting, in that they attract active, gregarious, watersports lovers rather than couch potatoes with an attitude. With any luck, you'll meet a mix of interesting, well-traveled folks, who will make good company and perhaps even become longtime friends.

Trips organized by local clubs have a huge advantage in this regard, as they generally hold at least one pre-trip get-together so that would-be travelers can get to know each other in advance. If they're smart, club organizers will do some careful matchmaking, grouping like-minded folks together in order to maximize everyone's enjoyment. Worst case, if you really have serious friction with a crewmember, within a flotilla you can always ask to be switched to another boat. That's more than you can say about a one-boat charter with supposed friends, when one of them suddenly turns into an intolerable ogre.

For busy wage slaves, one of the most attractive aspects of flotilla chartering is

that they require a bare minimum of your time up front. There's no meal planning to do, no provisioning and no angst over navigation issues. In fact, many flotilla trips are packaged to include flights as well as first and last night hotel reservations — a no-brainer charter, so to speak. You simply pick a venue, select your dates, pack your seabag and show up at the airport. Nothin' to it.

Large international charter firms such as The Moorings and Sunsail offer a wide variety of flotillas throughout the year, making their offerings particularly attractive to those who have preset vacation windows. Both of these companies offer lots of scheduled trips in the British Virgin Islands — still the world's most popular chartering area. The Moorings also offers flotillas in The Grenadines, the Balearic Islands of Spain and Greece, while Sunsail also hosts trips in Croatia, Turkey and throughout Greece Isles. Smaller companies such as Albatross Yacht Charters, Olympic Charters, Poseidon Charters and Kiriacoulis Yacht charters also operate flotillas in those popular areas.

A variation on the book-by-the-berth theme is the "cabin charter," where individuals or couples book their own private cabin on a crewed boat that travels

Flotillas abound along Turkey's Turquoise Coast, which is peppered with fascinating ruins from ancient cultures.



International Firms Offering Flotillas & Cabin Charters

Sunsail
888-350-3568; www.sunsail.com

The Moorings
888-952-8420; www.moorings.com

Albatross Charters
800-377-8877; www.albatrosscharters.com

Kiriacoulis Yacht Charters
800-592-1254; www.gocats1.com

Olympic Yacht Charters
877-2GREECE; www.olympicyachtcharters.com

Poseidon Charters
888-372-7245; www.poseidoncharters.com

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independently of others — *not* in a flotilla. Most of the above-mentioned firms offer cabin charters also.

While joining a scheduled flotilla or cabin charter may not be right for everyone, these trips can be a godsend for folks who are desperate to get out and have some fun on the water, yet don't want to shoulder the responsibilities of captaining. If you take our advice and try one, we'd love to hear about it when you return home.

— *latitude/aet*

Voyage to Nowhere:

A Taste of Offshore Passage Making

Finding myself suddenly airborne, I awoke from an uneasy sleep and immediately thanked whoever it was that invented the lee cloth. Along with the loud crashing of the hull came the familiar sounds of all the contents of the salon defying, and then ultimately succumbing to, gravity. We must have hit something big. The boat lurched, pitched, rolled to one side and then the other, and finally settled back into its path through the confused seas. Now wide awake, I



BADRU HYATT

In one of the final lessons of the week-long course, instructor Mike Warren demonstrates his technique for deploying a drogue.

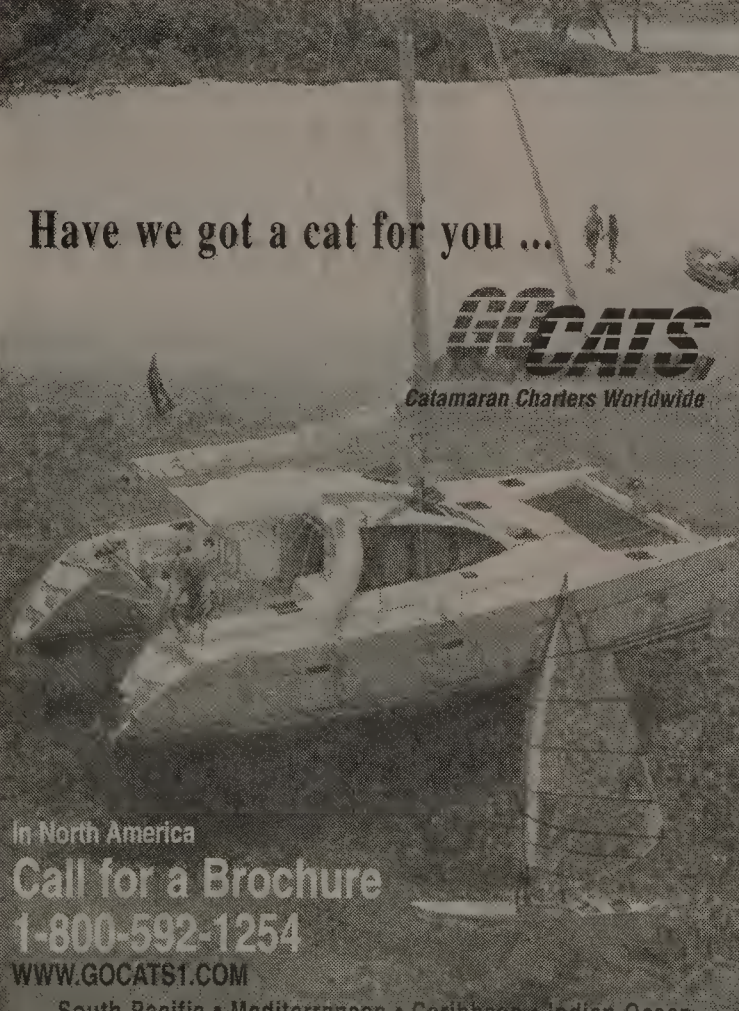
listened for the voices of the crew on deck while pulling on my boots and jacket.

"Everything OK?" I shouted up the companionway. I got the okie-dokie from the cockpit, did a cursory inspection for water and damage below, then crawled back into my bunk to resume my off-watch position.

We were somewhere off the Northern California coast in very rough weather during day five of a seven-day Offshore Passage Making (OPM) course, taught by Captain Mike Warren of Club Nautique's Alameda facility. All five of us wanna-be ocean sailors were pretty tired by this point, after several days of relatively short watch rotations. But we were still energized and motivated by all the real and potential experiences that each new day would bring.

You may ask why anyone would want to go out off the North Coast of California and hang around for a week in rough seas, missing out on lots of quality sleep, while doing celestial nav calculations in

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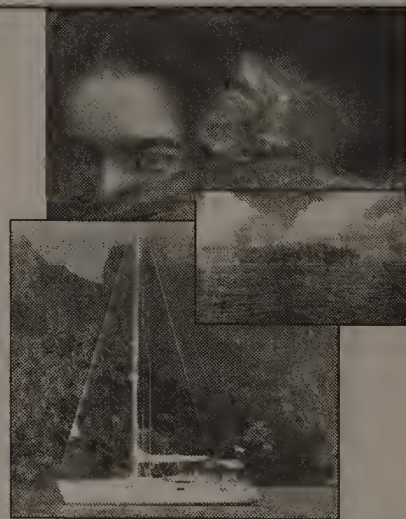
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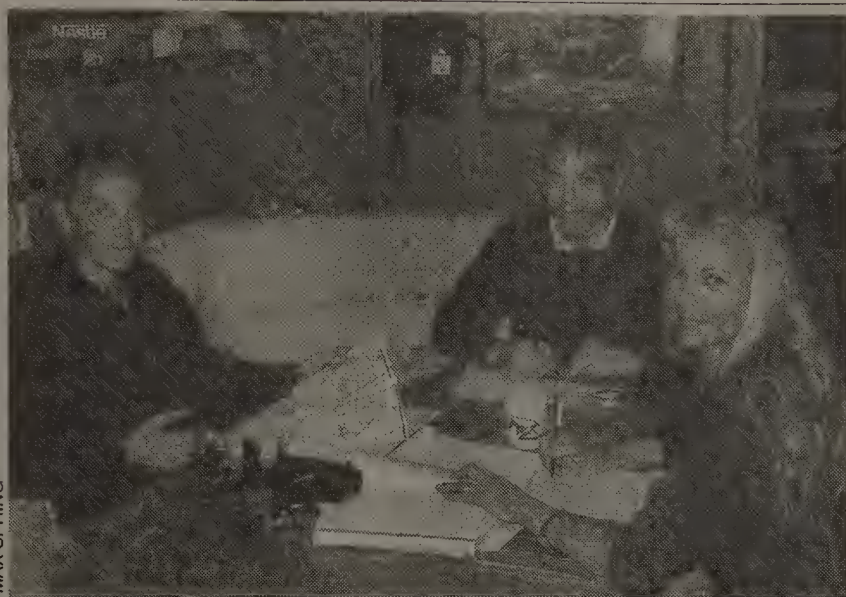
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their 'spare' time? Motivations for each of the crew varied, but all would agree that the adventure — coupled with the real-world hands-on classroom experience — had an attraction unique among sailing courses. In order to qualify for this class, we had each already taken a battery of U.S. Sailing courses, and because Offshore Passage Making is the highest tier of the organization's offerings, passing it was to be the final feather in our caps.

During our week at sea (August 14 - 20), we encountered all manner of weather, from pea soup fog to beautiful sunshine, from barely perceptible breezes to blasting winds over 35 knots. Each of us had ample opportunities to practice navigating, test various sail configurations and manage all the boat sys-



MAX SPRING

The Welsh twins, Robin and Gwyn, and author Suzi compare notes after taking celestial navigation sights.

tems, including using the weather fax, SSB and radar — which proved to be extremely useful for dodging freighters that were bearing down on us in the night. We had a lot of required curriculum to cover, but also made time for mini-classes on sail trim, shipboard

firefighting and emergency medicine at sea which were taught by experts on board.

The one constant during the trip was the relatively confused state of the sea, which made night driving a challenge — never being really sure where the next big wave would come from. This, by the way, was the cause of my debunking on the fifth night. That big crest was actually more of a 'pyramid', where waves from several different directions got stacked together and ambushed our unsus-

pecting bow.

This particular course was conducted aboard *Polonoise II*, a sleek Jeanneau 52 out of the Club Nautique charter fleet. During all such courses, students set off on a passage after having done thorough pre-trip planning of routes, weather, watch schedules, meals, crew assignments, and more. A major requirement is that the route cover at least 600 miles

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STEVE EASTERBROOK

'offshore' — defined, for purposes of certification, as being at least 50 miles beyond any point of land. Suffice it to say that's way the hell out there when you have no real destination, no palapa bar on a sandy beach to sail toward and no coffee. Yes, all three pounds of freshly ground coffee were accidentally left on the dock — 'grounds' for course failure,

Bone tired, but not too much worse for wear, the crew strikes a pose back at the dock, all having completed the rigorous course.

if you ask me. Don't tell anyone, but the twins from Wales (Robin and Gwyn) turned us all into Tetley Tea drinkers. Worse yet, they had us taking milk in the stuff.

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(CPM) certification will qualify you to go out the gate and offshore up to 200 miles. Once you complete the Offshore Passage Making course, the book says you're ready for just about anything, anywhere, and it theoretically eliminates all charter area restrictions. If you're inclined to sail to Hawaii or some other distant shore on a chartered boat — or your own boat, for that matter — this is a great way to prepare.

— suzi todd

Readers — An avid adventurer and occasional Profligate crewmember, Suzi was the first woman ever to receive an OPM certification through Club Nautique.

Because we here at Latitude help administer the annual Baja Ha-Ha Rally, it is always remarkable to us how few Ha-Ha participants — many of whom say they intend to cross oceans — have ever made a test run far offshore. Taking an OPM course would seem to be an excellent idea for any would-be world cruiser.

Charter Notes

Late summer was a very painful time for some charter outfits, as hurricanes ripped through the Caribbean, causing major damage to charter bases in Grenada, and to a lesser degree in Florida and the Bahamas. Grenada, of course, was the hardest hit and it will undoubtedly be a while before marine facilities there back in full operation. Thankfully, charter boats are always fully insured — unlike many of the cruising boats that had gone south to avoid the normal, more northerly path of summer storms. So an optimist would point out that there will probably be a number of brand new boats in the Grenada fleet soon.

While these hurricane-battered venues are picking up the pieces, however, there's no reason to avoid the many other prime chartering areas of the Eastern Caribbean which were unscathed. Be aware also that there is still a pre-holiday window when prices are considerably lower than in peak season.



KENT BENEDICT

Late-model bareboats, such as this Bruce Farr-designed Moorings 505, combine performance with comfort below decks.

Speaking of the Caribbean, right now is an ideal time to schedule your winter getaways to the islands — in fact, the sooner the better if you plan to compete

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in, or tag along with, a major Caribbean regatta. Here are some dates to note:

MAJOR CARIB REGATTAS:

- Jan 13-16 ... St. Lucia Regatta
- Mar 4-6 St. Maarten Heineken Regatta
- Mar 25-27 ... International Rolex Regatta (St. Thomas, USVI)
- Mar 28-31 ... BVI Sailing Festival
- Apr 1-3 BVI Spring Regatta
- Apr 14-19 ... Antigua Classic Yacht Regatta
- Apr 24-30 ... Antigua Sailing Week

With the obvious exception of Antigua's spectacular Classic Yacht Regatta, all of these events allow bareboats to enter. But even if racing is not your thing, it's great fun to be in the islands at regatta time. Live bands play every night, rum flows freely and it's cool to rub shoulders with the West Indian hotshots, local expats and world cruisers who attend. In order to get the boat of your choice, however, you *must* book early.

Back here in the Bay Area, we should remind you that autumn is typically the best time of year for sailing on the Bay.

KENT BENEDICT



Temperatures are mild, that nasty summer fog has subsided and wind. . . well, of course, there's always wind on the Bay.

In October, before shorter days and winter rains arrive, is an ideal time to plan a special charter — such as a floating office party, anniversary celebration or team-building exercise — aboard one

'Adventure Cat II' is so roomy that you can practically play volleyball on the foredeck. She's one of many large capacity charter boats on the Bay.

of the Bay Area's multi-passenger charter yachts. They'll provide the beverages and catered hors d'oeuvres or lunch, so all you have to do is show up. (See April's *World of Chartering* for a comprehensive list of all Bay Area charter boats.)



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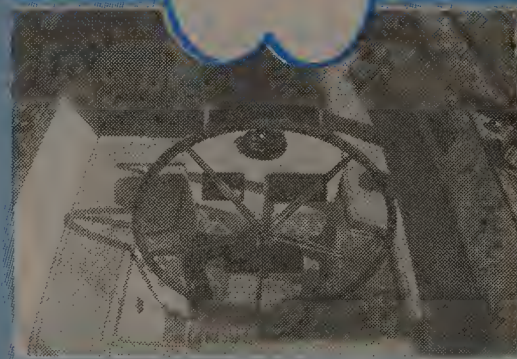
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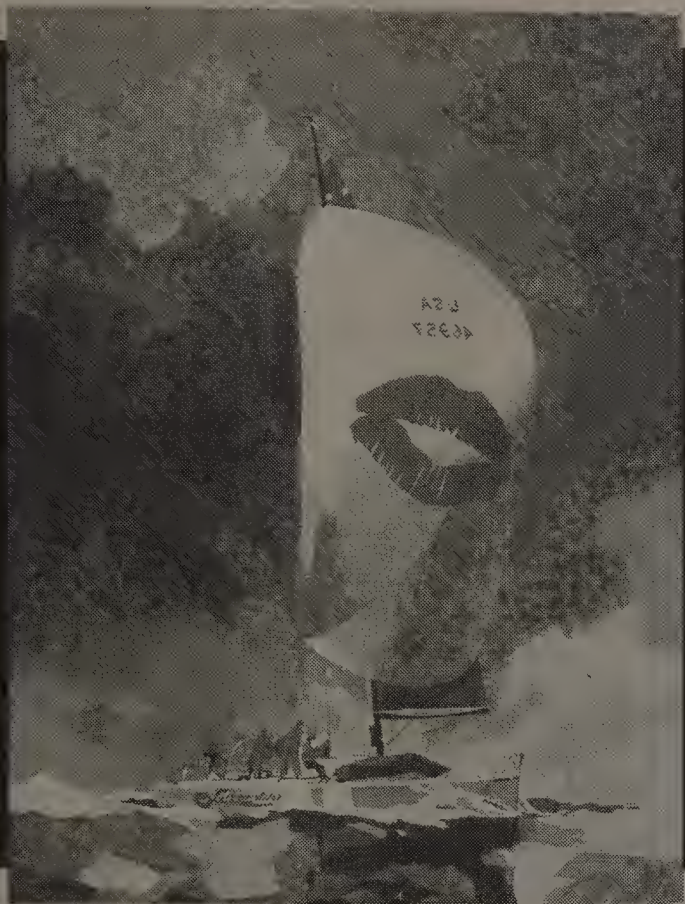
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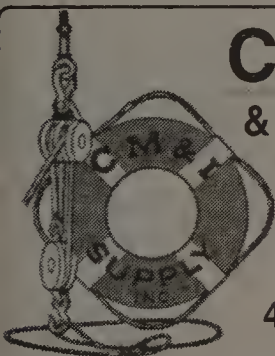
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CHANGES

With reports this month from **Lionesse** on berth fees south of Mexico; from **Swell** on a planned surfing-sailing circumnavigation; from **Water Witch** on being lost on the rocks in Baja; from **Ladyhawke** on the circuitous road to chartering in the San Blas Islands; from **Balou** on cruiser safety in Guatemala's Rio Dulce; from **Heart of Texas** on living through hurricane Ivan in Grenada; from **Jet Stream** on making the switch from one hull to two; and **Cruise Notes**.

Lionesse — 69-ft Motoryacht

Jim & Kate Bondoux

Bocas del Toro, Panama

(Northern California)

Several times *Latitude* has mentioned the new marina in Bocas del Toro, Panama, so we decided to have a look. It's new, clean, well-run, and the folks are very friendly. They've just installed a new fuel dock, and we were one of their first customers. Elaine Allan, the manager, gave us a warm welcome and couldn't have been more helpful. As a result, we decided to leave *Lionesse* at the Bocas YC & Marina for the summer — locally known as 'the green season'. Ricardo, a marina employee, is watching our boat.

We want to advise everyone that cruisers in Panama are required to obtain *zarpes* between ports in Panama, and check in everywhere there is a port captain. We were unprepared for this, as we found no mention of it on Jimmy Cornell's website, Pat and John Raines' *Cruising Ports* (5th edition, 2003), nor in the *Panama Cruising Guide* by Eric Bauhaus (2002). The *Panama Guide* by Nancy and Tom Zydler (Second Edition, 2001) did have this to say: "... navigation permit allows a yacht to enter Panamanian ports for three months without any further paperwork. However, port captains in some remote places insist on issuing a clearance between harbors..." Kevin, the 19-year-old port captain in Bocas, wasn't satisfied with our cruising permit and admonished us for not having *azarpe* from our previous port of Cristobal. The good news is that there is no charge for checking in.

This is Flamenco Marina, with Panama City in the background. You can anchor right outside the breakwater for free to save money.

We're being charged a base rate of \$20/night for our 69-ft motoryacht at Bocas Marina, with fees for electricity to be added on later. Here's a list of what we've paid for various marinas south of San Diego: Ensenada Cruiseport, \$77; Paradise Village, \$57; Isla Navidad, \$95; Marina Ixtapa, \$99; and Huatulco, \$40. All of these were in Mexico. At Marina Barillas in El Salvador we were only charged \$8. At Puesta del Sol in Nicaragua, it was \$28. In Costa Rica we were charged \$62 at Los Sueños and \$127 at Banana Bay. At the Flamenco YC on the Pacific side of Panama, it was \$150, and at the Panama Canal YC it was just \$35. Everyone should remember that we have a power-hungry motoryacht, which pushes up the charges. Some figures reflect a break in the daily rate because we stayed longer. As they say, 'your mileage may vary'.

Our plan is to cruise the San Blas Islands of Panama in late September, check out Cartagena, Colombia, and then, if a weather window opens, make tracks for Aruba and points east. We are, however, becoming quite concerned about the increase in violent crime against cruisers along the north coast of South America. We hope we don't have to reconsider our present plan.

— jim and kate 08/15/04

Jim and Kate — Thanks for the factual information on marina fees. It's amazing how much they vary, but above all, they show budget-minded cruisers how marina stays make the cost of cruising soar. Fortunately, there are free anchorages next to or near almost all the marinas you mentioned. For example, after coming through the Canal in May, we anchored just outside the Flamenco YC, saving ourselves

— based on your figures — \$150 a night.

As for traveling within Panama, we found the situation to be chaotic. What officials said in the San Blas Islands was disputed by the officials in Cristobal. The default is that everyone should expect



to have to check-in each time they reach an area with another port captain.

Swell — Cal 40

Liz Clark

Sailing/Surfing Circumnavigation?
(Santa Barbara)

From December of '89 to June of '90, Liz Clark, then just 9 years old, did a six-month cruise to Mexico with her parents — father Russell, mother Melissa, as well as older brother James and younger sister Kathleen. Cruising the family's San Diego-based Gulfstar 50 *Endless Summer*, they went as far south as Banderas Bay and up into the Sea of Cortez. It was an experience that ehanged Liz's life.

"It was during that trip that I realized how much I loved the ocean," she says. "But the trip also made me become an environmentalist. I saw how dirty Mexico was, how the people were ignorant of how to properly dispose of trash, and how they polluted their harbors."

Thus it was only natural for Clark to become an Environmental Studies major when she attended school at the Univer-



IN LATITUDES



LATITUDE/RICHARD

Standing in the galley of her Cal 40 'Swell', Liz points to a South Pacific break that she'd like to sail to someday.

sity of California at Santa Barbara. Now 24 years old, Liz graduated 18 months ago. Given Liz's love of the ocean, it's also not surprising that she became a surfer. "I competed for the UCSB women's team for all four years and won the National Collegiate Championship when I was a senior. I'm pretty good. I ride shortboards made by Jason Fiest of Santa Barbara."

Like a lot of folks who just graduated, Clark wasn't exactly sure what she wanted to do. Being a pro surfer was one possibility, but performing in contests isn't her favorite type of surfing. She also loves sailing, so when the opportunity presented itself to join a Santa Barbara mega-yacht for a trip around the world, she signed on. But by the time they reached Acapulco, Liz decided the situation wasn't right for her and opted off.

Rather than come right home, Clark joined Nick del Goglio's Cal 34 *No Intentions* for six months of cruising and surfing, getting as far south as Golfito, Costa

Rica. While the relationship ultimately didn't work out, Liz did get the opportunity to surf some fine breaks, such as Puerto Escondido on mainland Mexico and Ollie's Point in Costa Rica. (Her favorite spots in the Santa Barbara area are Hammond's Reef and — who would ever guess? — Rincon.)

Back in Santa Barbara in the summer of '03, Clark didn't want a 'real' job, but something that was different and would also afford her plenty of freedom. Socially, Santa Barbara is a small harbor, and Liz serendipitously started crossing paths with Barry Schuyler, an 80-year-old retired Environmental Science professor from UCSB. Schuyler has been a big supporter of women's sailing, and was instrumental in Betsy Crowfoot's all-women Cal 40 *Antara* campaign in the TransPac. Over the course of several conversations, Schuyler mentioned that he was looking for a young woman to sail his Contessa 26 around the world. (For some reason, the Contessa 26 has been a popular boat with young American solo circumnavigators. Tania Aebi

mostly singlehanded one around the world in one, Brian Caldwell of Honolulu later went all the way around alone on a sistership.)

Clark makes no bones about the fact that she's not looking to set any solo circumnavigation speed records, or even go all the way around alone. "My dream is to do a sailing/surfing cultural trip around the globe, where from time to time I'm joined by different people — preferably surfers — for surfing and sailing. I want to show people what I love about the ocean." Nonetheless, she gave Schuyler's Contessa 26 a tryout cruise to the Channel Islands. Although Schuyler was willing to pour lots of money into the boat and a circumnavigation attempt, Clark had to respectfully decline. "It was hard turning down the offer, but doing a solo circumnavigation is not my dream, and a 26-footer is a smaller boat than I'd like to go around in."

Not long after that, Schuyler decided to modify his offer. He would match whatever money Clark could raise to buy the boat of her choice for her sailing/surfing safari. With some help from her father, Clark accumulated a chunk of money and started shopping for a boat. "Some brokers tried to point me in the direction of Westsail 32s and other full-keel cruising boats," she remembers, "but I wanted something faster and more lively." That's when she stumbled across the Cal 40 *Alisio* in Santa Barbara Harbor. Although the boat wasn't for sale at the time, it turned out the owner wasn't using her much and was getting ready to sell. She now belongs to Clark — with a huge help from Schuyler — and has been rechristened *Swell*.

Clark has a vague plan for a three- to five-year surfing-related circumnaviga-

Liz's love of sailing as well as surfing is reflected in the artwork on her feather-light Jason Fiest-designed shortboard.



LATITUDE/RICHARD

CHANGES

tion, but her short term plans are more definite. Come December or January, she plans to sail and surf down the coasts of Mexico and Central America to Panama, getting accustomed to her boat and her being in charge at sea. From there she hopes to continue on to the Marquesas and Tuamotus, perhaps by herself, perhaps with a couple of surfers. After that, her plans will depend largely on how much money she's able to earn or funding she's able to generate.

Swell is your basic Cal 40. It's obvious that she's nearly 40 years old, but she's still a Cal 40, which means she's a hell of a boat. If we had to pick a design for a young woman to try to take around the world shorthanded, a Cal 40 would be somewhere near the top of the list. Mike Jansen has been helping her outfit the boat with a Yanmar diesel, and she's already installed a Monitor Windvane. A thoroughly modern sailor, Liz would like to add a few more things to the boat before she takes off around the world. A new main would be nice, as would a new skiff and outboard, an autopilot, a SatPhone, a weather routing service, and a Honda generator. Such things are hard to afford while working as a bartender at one of the harbor restaurants, so she's working on getting sponsorships and donations.

It helps that Liz enjoys the support of her family. "My dad, who still owns *Endless Summer*, is excited, and will live the trip vicariously. My mom is happy for me because she always knew that I was going to do something different. My brother and sister think it's great. They love the ocean, too, but not as much as me."

We asked a few people around the harbor what they thought of Liz's chances of

Go girl! Liz begins to crank a cutback at Ollie's Point in Costa Rica — named after the nearby airport Ollie North created for smuggling arms.

actually going all the way around. Nobody doubted that she had the basic sailing skills that would allow her to acquire more sophisticated shorthanded sailing skills as she went along. The biggest obstacles they thought she might face weren't money, but maintaining her passion for the long haul and/or being distracted by romance.

With a daughter who is about the same age as Liz, and who vaguely resembles her in appearance, we have a soft spot for Liz's dream. So if she continues to make progress toward the start of her trip, we'd find it difficult not to chip in and help her acquire some of the gear she needs. And if *Swell* crosses paths with *Profligate* in Mexico this winter, we think it would be a kick to try to organize a 'surfer-sailor' surf contest fundraiser for her at Punta de Mita or one of the other surf spots.

If you like the sound of Liz's project and would like to give her moral or financial support, or if you're a surfer-sailor girl who might be interested in her proposed adventure, you can reach her at lizzclark@hotmail.com — and that's two 'z's, not one. If you're a surfer-sailor dude who'd like to join this sweet and attractive young lady on her sailing-surfing expedition, be sure to address your emails to 'Liz's Boyfriend'.

— latitude 09/05/04

Water Witch — 56-ft Wood Ketch Doug Tiffany Classic Yacht Lost On Carmen (Port Townsend)

Charles Lane of the Castro Valley, who recently returned home from Mexico aboard his *Shamwari*, wrote the following as an introduction to Doug Tiffany's report on the tragic loss of his 56-ft classic wood ketch *Water Witch* at Isla Carmen in the Sea of Cortez:

"We first met Doug Tiffany and *Water Witch* while anchored at Isla Ballandra near La Paz. Tiffany and his ketch came in and left under sail, as his engine wasn't very strong at the time. Later he became our neighbor at the virtual marina along the La Paz waterfront. A retired professional shipwright, Tiffany had spent many years getting *Water Witch* prepared for cruising, and she was one of the best equipped cruising boats around.

Tiffany was the perfect neighbor, too. He was always willing to lend a hand, and helped me up the mast of *Shamwari* many times. He also had a lot of tools and equipment, and was generous about loaning them out to others. His loss is a loss to all cruisers. What follows is the report Doug sent to his friends:

"At 3 a.m. on September 2, I lost my boat to the rocks lining the shore at La Lancha Bay, Isla Carmen, in the Sea of Cortez. The site is about 10 miles to the east of Loreto. I'd left La Paz a month earlier, and was slowly making my way north, enjoying each island in the chain. At that time of year the wind blows from the south, so when I anchored in La Lancha, I set the anchor for a southerly blow in 25 feet of water with good holding in a sandy bottom. A lovely lady named Luise Marchi, was with me, having joined the boat in La Paz. She'd spent about five years in the area 30 years before, so she knew it well. The reef at La Lancha was like an aquarium — the best we'd ever dove on. So we'd spent the day snorkeling in 80° water — a nice change from the 100+° on the boat. After dinner we





DOUG TIFFANY



The sight of 'Water Witch' — which Doug Tiffany spent years restoring — having her guts ripped out on Isla Carmen is sickening.

played backgammon in the cockpit, at which time we noticed high-altitude clouds, with thunder and lightning, building to the north on the mainland side of Baja. We removed the awnings just in case the wind came up, and stayed awake to keep an eye on the weather.

"The wind started to blow at about 1 a.m. and increased in strength, swinging *Water Witch* 180° around and putting her on a lee shore. In addition, the seas started to form from the north, with nothing to interrupt their fetch. I had a 66-lb Bruce out with 7/16" chain — good, heavy tackle — and we didn't drag. Although it was pitch black except for when the lightning illuminated the sky, I had a good reference point on land. But the waves hitting the shore caused the water to shallow up — and the next thing I knew the boat was hitting the bottom. I started the motor and motored into deeper water, but with the strong winds, the bow kept being blown off to one side or the other. And with the anchor dug in, I couldn't motor

further out. I didn't think of letting all the chain go and coming back to retrieve it later. When the wind shifted more to the northwest, it put us closer to the rocky shore. With the chain stretched all the way out and with the waves causing the boat to hobbyhorse, the keel finally made contact with the rocks. Once that happened it was all over. The starboard side was holed and water quickly poured into the boat.

"With the water coming in so fast, Luise and I weren't able to get much stuff from the interior of the boat. And with the waves rocking the boat back and forth, we had no choice but to get into the dinghy and go ashore, which is where we spent the night. We did manage to put out a Mayday on the VHF, as we knew some cruisers were in a bay close by. They arrived at first light and took us aboard, giving us food and coffee, and helping us assess the situation. But when it appeared that another storm was forming, we had to leave for a safer

anchorage.

"The Mexican Navy arrived that afternoon with a really big panga, and we went back to work salvaging all we could from the deck — anchors, chain, liferaft, sails, dinghy, outboard, and so forth. Because of all the flotsam, we were unable to get much from *Water Witch's* interior. Eventually we got all the stuff we could salvage to the Baja shore, where I was able to put it into storage with a friend. The islands in the Sea of Cortez are federal parks, so the issue of potential pollution was a concern. I was, of course, responsible for my wreck, so with the help of the Harbormaster in Loreto, a salvor was located. I was able to sign the wreck over to him, which let me off the hook for any potential pollution. I must say that everybody — Mexican officials and citizens — bent over backwards to help. Everyone was simpatico to my situation, and nobody ever tried to rip me off.

"I'm still in shock over the loss and don't know what I'm going to do. I lost all my possessions in the wreck and had no insurance, so it's been a very big blow to me. At this point I think I'll try to find a boat headed south in December, or find work and try to get another boat. If I get another boat, it would be much smaller and simpler. One way or the other, I want to get back to cruising. So that's my story, and as they say, I'm sticking to it."

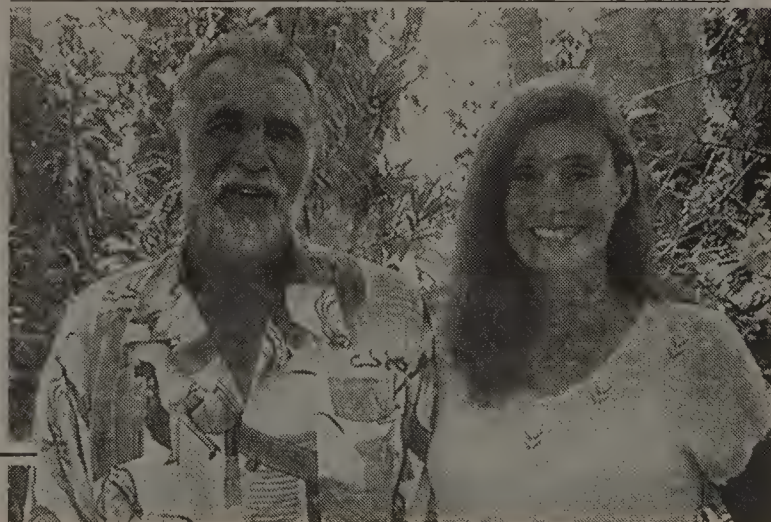
If any friends would like to reach Tiffany with condolences — and maybe a contribution to get him back on his feet — he can be reached at dptiffany@hotmail.com.

— charles 09/10/04

Ladyhawke — 62-ft Trimaran Capt. Jonathan and Joell White New Boat, New Careers (Northern California)

It's been four years since we and JoJo, our Catfisher 32, were mentioned in *Latitudes*.

After 5,000 miles a week in a truck, Jon and Joell are delighted to be off the road and back on the bluewater once again.



COURTESY LADYHAWKE

CHANGES

tude. At the time, we'd just left Cartagena and pounded for five miserable days up the coast of Colombia to Aruba. From there we made a beeline to Puerto Rico, and arrived in the British Virgins just six days before the start of the 2000 Tortola Charter Boat Show. We were at the show because friends from the 52-ft charter cat *Tamarin* had convinced us that we had the boat and personalities to be successful doing charters in the British Virgins. (Unfortunately, our friends' cat hit a container on the way from Cartagena to Tortola and was lost at sea!)

With the help of some young friends, we managed to transform *JoJo* from a cruising boat to a charter 'yacht' — complete with proper dinnerware and matching outfits for Joell and me — in just five days! Despite the fact that we were docked as far from the center of things as possible, and in spite of the derogatory remarks from some crews of the much larger charter cats, we made quite a hit that year. With promises of bookings from most of the major charter brokers, we looked forward to a new phase of our lives.

Unfortunately, unexpected family matters forced us to return to the U.S. After taking care of them, we found ourselves living aboard *JoJo* in Southern Florida in the spring of 2001. Through a typically serendipitous route for us, we ended up in Jupiter, Florida, where we founded a natural health magazine while tied up at a marina! While Joell labored away in front of the computer laying out the magazine, I drove all over hot and humid south Florida — in my air-conditionerless Bugatti replica — trying to sell advertising. We published our first issue in October of that year, and it was an instant success. However, the strain of publishing a magazine in the confines of *JoJo*'s salon took its toll, and made us both quite unhealthy! After a few more issues, we sold the magazine and put *JoJo* on the hard at Glades Boat Storage in central Florida — a great place to leave a

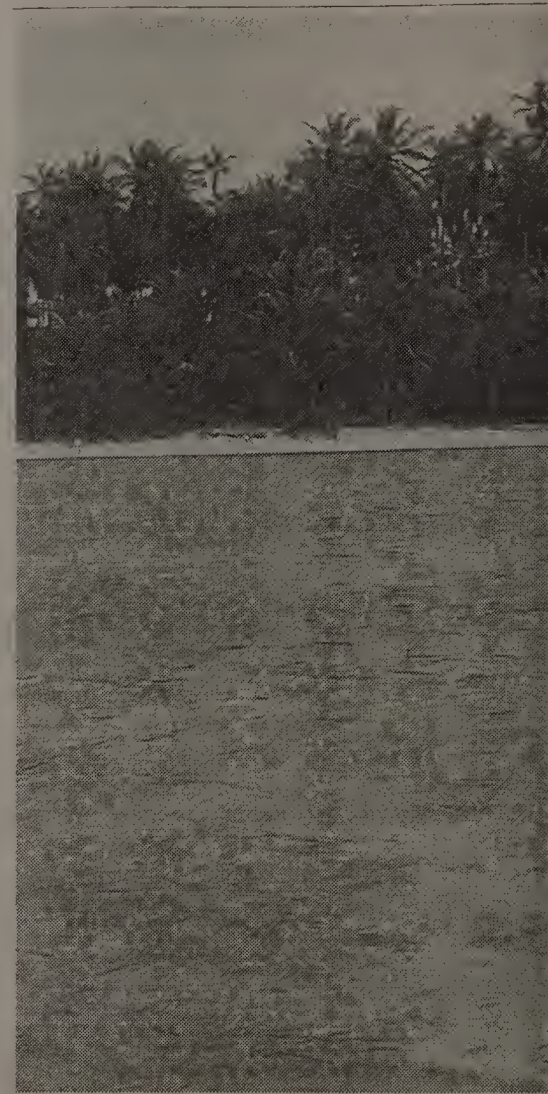
Capt. Jon vowed that he would never buy a big boat, let alone a wood one. But running 'Ladyhawke' is far superior to driving a truck.

boat.

What could be more natural for us than to change careers from publishers of a natural health magazine to long-haul truck drivers? In a bizarre move, the two of us went to truck driving school in Spartanburg, South Carolina. After three cold and sometimes terrifying weeks, Joell graduated at the top of the class — and we were flown to company headquarters in Salt Lake City. There we leased a gleaming red International truck that we named *Margaret* after the intrepid sailor Margaret Roth. For most of 2002, we crisscrossed the country, delivering all kinds of goods to all kinds of places. You may think truck driving would be a great way to see the U.S., but it's really just a great way to see 5,000 miles of seemingly unending highway a week — as well as grubby truckstops and too many nasty cops. Even though we ate healthy foods, the lifestyle got us out of shape. Combined with the fact that we missed cruising, it was time to do something else.

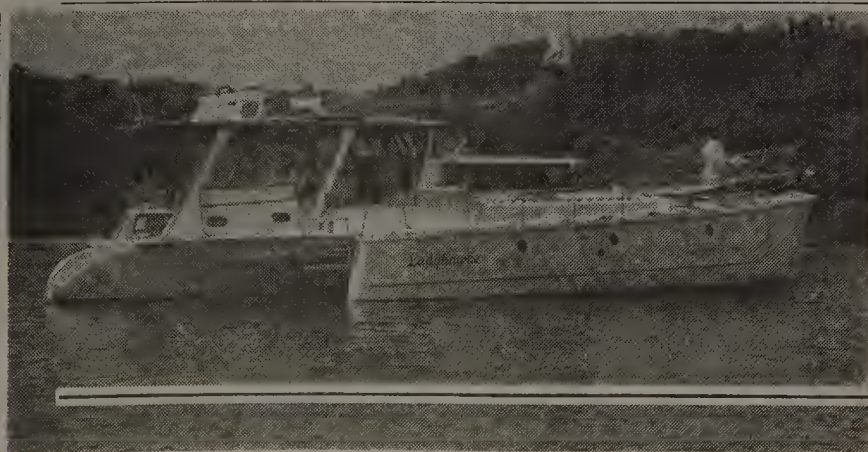
Terminating our truck lease, we headed back to *JoJo*, spent a month fixing her up, and took off on a cruise to the Florida Keys. In July of '03, we ended up back in Fort Lauderdale, where we got an apartment, Jon got a job at a small brokerage that specialized in selling multihulls, and we decided to sell *JoJo*. In six months, Jon sold \$1.3 million of used catamarans, and *JoJo* was sold to a new home in San Diego. Yes, our Catfisher 32, which we'd bought in North Carolina and had trucked to Sausalito, and which we then sailed to Florida over a three-year period, was trucked back to California once again.

Our next move was to do what Capt Jon swore he'd never do — buy a large wood boat. It's true that *Ladyhawke* is cold molded with epoxy, which isn't as bad as regular wood construction. But, she's still a huge trimaran, 62 feet overall, with a 27-ft beam. She also has many complicated systems, such as a 15kw generator, a watermaker, air-conditioning, and an intimidating amount of varnished exterior. She was sadly neglected for three years after losing her mast, but we instantly saw through the flaking varnish, a few areas of deck rot, and dark and mildewy interior to see her for the unique and special boat she is.



All this happened last January. Since then, we have breathed new life into our distinctive trimaran, through countless hours of work and a fair bit of money. We bought a used mast in Ft. Lauderdale, then spent five weeks at Bob & Annie's Boatyard — a wonderful place to haul, especially for multihulls — on the west coast of Florida. With the mast up and a short sail to make sure everything was all right, we headed out to the Dry Tortugas. During the past three months we've made our way down through Mexico and Belize to the Bay Islands of Honduras — a truly beautiful place with lovely people.

We've written this letter while at anchor in the Vivarillo Cays off the northwest Cape of Honduras. The cays are nothing more than three very small, low-lying islands with a mile-long reef — but they offer a calm lee against the easterly tradewinds as well as superb diving. Tomorrow we sail towards Isla Providencia, our next stop on our way back to Panama. We still have work to do on *Ladyhawke* before we start the charter season at Panama's San Blas Islands in December. That's right, we're going to charter in the San Blas, a little-known but remote and



COURTESY LADYHAWKE

IN LATITUDES



SPREAD, LATITUDE/RICHARD; INSET, BALOU

Spread; the San Blas Islands, a great place for a charter adventure. Inset; 'Balou' on the waters of Lake Izabal, Guatemala.

gorgeous area. If anyone back home wants any information, our website is www.ladyhawkecharters.biz

It's been a remarkable four years for us, with many new faces and new places. But we feel we're back where we should be, on the bluewater among the palm-studded islands, looking for new adventures and some people to enjoy them with.

— jon & joell 9/10/04

Balou — Hardin 45 Ketch Jerry Johnson The 'Troubles' In The Rio Dulce (Key West, Florida)

While reading *Latitude* online, I came across your request for current information on the 'troubles' on the Rio Dulce River, a hurricane hole on the Caribbean side of Guatemala that has long been popular with cruisers. My wife Gayle and I have been on the river for over a year and are happy to respond.

Yes, there have been armed robberies on the Rio Dulce — even from boats anchored by the bridge right in front of the village of Fronteras. These robberies oc-

curred a number of months ago and involved two boats over a period of several days. In both cases the robbers were armed, had boarded the boats while the occupants were sleeping with the hatches and companionway open, and escaped on a fast boat. The thieves were looking for cash. The only casualties were the wits of the people on board — although one person reported sustaining a minor facial injury from being pistol-whipped. In both cases, the pair of robbers also left with the cruisers' dinghies — and warned the victims that they would return to kill them if they reported the robbery. Nonetheless, both incidents were reported on the Rio Dulce VHF Net the following morning.

While in progress, the second robbery was noticed by a guard at the nearest marina. A gun battle ensued, as several guards boarded a launch and headed toward the boat being robbed. Despite more than 10 rounds being fired before the thieves escaped in their launch — with the victim's dinghy in tow — nobody was hurt. One of the thieves shot holes in the dodger of the boat he was robbing. There was no other physical damage to boats or injuries to humans. My wife and I, aboard our nearby boat, were awakened by the gunfire. We quickly rolled off our bunk and onto the cabin sole. We fully expected

to see holes appear in the hull of our boat at any second.

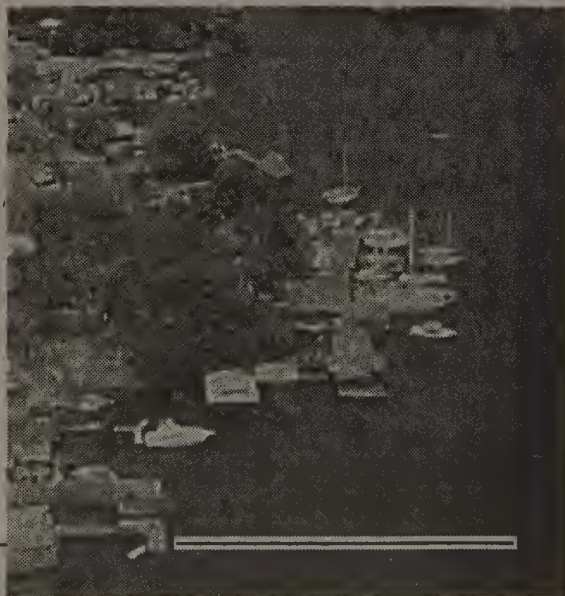
It's believed that both robberies were conducted by the same gang, and that one of the robbers was later killed in Guatemala City during another robbery attempt. In the case of both boat robberies, the local authorities took the information provided by the victims, but did nothing else.

We've also heard reports of two robberies of boats anchored in the Rio Tatin — although we don't have direct confirmation from the victims. It was reported that in one case the robbers severely beat one sailor and raped his companion. Following the attacks, there were no cruising boats anchored anywhere on the river for several weeks. Since then, there have been no incidents — beyond the larceny of deck gear and dinghies.

Based on our time here and what we know of the incidents, we'd encourage cruisers to be cautious, but not to avoid the Rio Dulce. After all, there have certainly been worse crimes in Key West and especially Miami, but cruisers don't think of avoiding them. A few simple precautions — which ought to be employed no matter where one cruises, U.S. or foreign water — would protect your deck and cockpit equipment, as well as your dinghy and outboard motor.

In addition, cruisers should never sleep with their companionway open and unlocked from the inside. Devise a means to be awakened should someone attempt to enter your boat. It's also a good idea to be able to bar your hatches from the inside to prevent entry while you sleep. We also recommend that you carefully think through what your response would be if someone attempted to board your boat at night — and even worse, if you woke up

Some thieves were daring enough to rob boats moored right next to Fronteras, the main village up the Rio Dulce.



CHANGES

to find someone shining a flashlight in your eyes and holding a gun to your nose. Our advice is to concentrate on preventing theft and entry as opposed to repelling robbers with force.

We had a scary experience of our own, which is actually another facet of the issue above. We had heard numerous reports and rumors of robberies on the far side of Lake Izabal, and were warned not to go there alone. But since nobody was willing to go exploring with us, we went anyway — and thus ended up being the only boat anchored on the other end of the lake near El Estor and the effluent of the Rio Sauce. Actually, I believe we were the only non-local boat on the entire lake. In any event, it was about 9 p.m. and pitch black when we heard an outboard motor and a voice in Spanish yelling for us to come on deck and show ourselves. The *launcha* showed no lights and nobody had a flashlight on. Since we couldn't see them, I thought it was only fair that they not see us — so I turned off all our exterior and interior lights. This resulted in a lot more yelling outside.

I looked through a port to see who it was out there, thinking that we were perhaps in serious trouble — and dodged flashlight beams as they tried to look inside the same port. With our meager understanding of Spanish, and their belief that despite flying a U.S. flag we must speak Spanish, we had no idea what they were saying except to come up on deck right then and show ourselves. But when I yelled at them to identify themselves, there was no answer. As they became more frantic, one of them finally shined his flashlight on his hat — and I saw the emblem for the Port Captain. He then shined his flashlight on one of his companions in a national policeman's uniform — although the fellow vehemently objected to being lit up for targeting!

Once they identified themselves, I naturally yelled back that I had no problem with turning on the lights and coming up on deck. With the boat illuminated, I came up into the cockpit — to find the Port Captain pointing his 9mm pistol through the porthole in the nav station. I also found the Port Captain's assistant and two national police with 9mm handguns, as well as three soldiers with AK-47s — all leveled at me! I assured them I had nothing up my sleeves, and asked them what the devil they were doing near my boat in the dark. Because of the language barrier, the best we could come up with is 'routine inspection'.

Indeed, they wound up inspecting our documents, and then requested permission to come aboard for an inspection of



the interior. I naturally gave them permission. After about 15 minutes, they got tired of looking in lockers at spare parts and food, and quit. They apologized profusely for the inspection and, when questioned further, explained that they did not have a radio, so they could not call us. Besides, they asked, why would they want to identify themselves? "We might get shot if we did!" they said.

When cruising, it's important to be especially mindful of differences in cultures. In the States and other places in the world, if you do not identify yourself as the authorities, you might get shot at. That is part of my culture, and those brought up like me would normally expect the local authorities to represent themselves in the same way. But as we learned that dark night in Guatemala, that's not necessarily the case elsewhere. So don't assume the guy outside in the dark is a robber.

—jerry 09/09/04

**Heart of Texas — Hunter 450
Rankin Tippins & Sandy Hollis
Hurricane Ivan & Grenada
(Houston, Texas)**

This firsthand account of being with a boat in Grenada during hurricane Ivan

Although some boats did all right in places like Egmont, the general look of the marina scene in Grenada after 'Ivan' was horrific.

was forwarded to us by Harry Heckel, the 87-year old who has circumnavigated twice with his Idle Queen. It was written by Rankin Tippins and Sandy Hollis. Rankin is a longtime sailor who once crewed from Panama to French Polynesia, but who then drifted off to powerboats while pursuing a career as a corporate attorney in Houston. After getting back to sailing and going cruising, he has "managed the adjustment to being his own boss — and all the freedom, independence, and responsibility associated with the cruising lifestyle." Sandy, a computer consultant who has only been sailing two years, was lured into cruising by "promises of magnificent sunsets, beautiful beaches, wonderful tropical cocktails served to me by handsome, young cabana boys — and by no more stress." She's yet to see a handsome young cabana boy.

We wanted to let y'all know how things went with us and our Hunter 450 *Heart of Texas* during hurricane Ivan's visit to Grenada in the southern part of the Eastern Caribbean. Many marine insurance



policies require boats to be south of 12°40' in the Caribbean during the summer and fall to reduce exposure to losses due to hurricanes. The southern part of Grenada, a smaller-than-Catalina-size island/nation with a population of about 90,000, is at 12°00' — or about 40 nautical miles south of the hurricane zone as defined by insurance companies. There is a reason for this — Grenada hadn't taken a direct hurricane hit from a hurricane since 1955, and is believed to have been directly hit only three times in 150 years.

As still-tropical storm *Ivan* approached Grenada, the U.S. National Hurricane Center predicted he would cross St. Lucia, about 120 miles to the north, on his westward path. But as *Ivan* became a hurricane and came ever closer, the NHC changed its prediction to his crossing between St. Lucia and St. Vincent, which is only about 90 miles to the north. Two days before the storm hit, the NHC was still predicting a veer to the north, but by that time many cruisers had lost faith and were taking off for Trinidad or Venezuela's Isla Margarita. As late as a day before *Ivan* hit, a few cruisers decided to make a run

for it. They were the lucky ones.

Our Hunter 450 was docked at Clark's Court Bay Marina, the only floating docks in Grenada. The docks were secured by large chains to moorings rather than pilings. We decided not to make a run for Trinidad because we had faith in the experts' ability to forecast *Ivan's* path. Other boats either anchored with several anchors in the various bays on the south end of Grenada or backed into the mangrove swamps and tied off to the trees.

About 12 hours before *Ivan* hit — which was at 0300 on September 7 — it became apparent that there was no escaping. People started leaving their boats to find shelter. Although I wanted to stay with our boat, Sandy insisted that we take a cab to a hotel. Around mid-afternoon *Ivan* was blowing all the corrugated roofs and tree foliage away. We stayed in the hotel room for the first half of *Ivan* and watched through the plate-glass doors as many objects flew by sideways. It reminded Sandy of the tornado scene from *The Wizard of Oz*. We heard that the winds exceeded 130 mph. After the leading edge of the eye passed, we joined the other cruisers and locals in a ground floor conference room that had fewer windows. When darkness fell we returned to our room where we spent a sleepless night.

With the hurricane having moved west by the next morning, we walked three miles to the marina and saw devastation all around. Not one house in 10 still had a roof. Others described the island as looking like Hiroshima after the atom bomb. We don't have a complete picture of the hurricane damage because communications have been out. There is no power or water.

We arrived at the marina to find a typical post-hurricane scene of boats awry with some piled on top of others. We and the crew on the boat next to us had put out anchors, which may have contributed to our boats not being carried away with the others. From the few people who had stayed on board their boats — and said they'd never do it again! — we learned that the docks first went one way, then the other way, and finally broke up. Some boats were completely destroyed while others just had cosmetic damage. The boat on one side of us had cosmetic damage and all her stanchions ripped off. The boat on the other side of us had sunk in place. Our Hunter 450 suffered a large gash in the stern just above the waterline where she'd been hitting the dock,

opening up one side of the lazarette. Plus, some of our stanchions were damaged. Our rigging is fine and, oddly enough, the solar panel we left just tied down survived as well. All in all, it could have been much worse for us. Luckily we carry insurance, although a large deductible applies because it was a named storm.

Although there were something like 20 reported deaths, apparently nobody died in the marinas or on any of the boats. [Editor's note: It was later reported that three people died on boats.]

The boats that set multiple anchors in open bays seemed to have dragged no matter what they put out. Where they ended up was a matter of luck. The boats tied to the mangroves generally seemed to have fared better, although many ended up in a big pile — as did a lot of boats in our marina. The VHF radio is full of tales of woe and relief.

We hope to seal the gash in our hull and leave tomorrow for Trinidad, which is about 12 hours away. We want to get off the dock so our boat doesn't suffer any more damage and to allow other boats to leave. I'm hoping we can get additional repairs in Trinidad. I know that Grenada will be in bad shape for a very long time and there will be a long wait for repairs.

Sandy says that having experienced *Isabel* last year and *Ivan* this year — two hurricanes that weren't supposed to be where they were — she's had it with such storms. I guess that means we'll be sailing the Pacific where they only have typhoons.

— rankin 09/09/04

'Jet Stream' / Moorings 4500 Cat Tim Schaaf & Marsha McCoskrie Monohull To Catamaran (Baja, Mexico)

First of all, for many years I've been using a fuel filter like the West Marine one you've been having trouble with. I use it as part of *Casual Water's* normal fueling

'Jet Stream' may only be 12 feet longer than 'Casual Water', but she has about eight times the surface area — perfect for guests.



CHANGES

procedure. You empty its sump by squeezing the big end of the funnel, which narrows the flow so that you can pour the dregs into a Coke bottle — where I let it sit to see if there's any water in it. By the way, I also have a Baja Filter, but have never mastered the art of cleaning that one up. It has a little liquid residue which likes to get loose. I much prefer the plastic funnel, and bought one just like yours from West Marine for *Jet Stream*.

Jet Stream? That's the name Marsha and I finally settled on for the Moorings 4500 catamaran that I reported buying several months ago. The whole Moorings "phase out" process for getting boats out of their charter program was very interesting. Unfortunately, it ran well behind schedule, as The Moorings was reportedly having their best spring in years. At the end of the day, however, we took delivery of a boat that was in nearly impeccable shape for the trip back to Florida, so the delays were worth it. I can't say enough in appreciation for Bob Ross and Dave Cooper, The Moorings' brokers that we dealt with.

We had planned on cruising the British Virgins for a week before heading west, but ultimately didn't have the time. Crewing with Marsha and myself were my great friends Mike and Heather Hibbetts, who first met when she crewed aboard *Profligate* in a Ha-Ha, and who recently moved their CT-49 *Orion* to her new homeport of Houston. Their help on the delivery was invaluable, and their company aboard was delightful. We spent a month together, finishing the boat prep and sailing to Fort Lauderdale.

I can't tell you how much difference it makes to have a cat when you have guests! The four of us had so much space that there was no question of friction of any sort. Mike and Heather could have stayed permanently and it would have continued to be great fun. We're looking

Tim and Marsha have been tickled by the fact that their Moorings 4500 has more interior and exterior room than Tim's Hunter 33.

forward to the pleasure of sharing *Jet Stream* with other friends as well — something that I couldn't say for my Hunter 33 *Casual Water* or most other monohulls. And *Jet Stream* would be super for Mexico and the Sea of Cortez.

Having two engines is interesting. At cruising revs, we use about 1.3 gallons per hour, per engine. We normally motor on one engine at about seven knots. When we bring the other engine on, we nudge up to the middle 8s — but it hardly seems worth it because we double our fuel consumption. Our max speed is about 9.5 knots. *Jet Stream* supposedly comes in at about 23,000 pounds when not loaded down, and so far we haven't weighed her down with lots of possessions. But she did come with three (!) air-conditioners and a diesel generator, not to mention a 25-hp powered hard-bottom inflatable. We usually carry lots of fuel but not much water because we have a watermaker — but it's easy to see how a spacious cat could get weighed down if we're not careful.

The various delays kept us from doing any sailing other than just raising the main and unfurling the jib at the dock at Tortola in the British Virgins. Although I don't recommend it, we headed straight for the 750-mile distant Cat Island in the Bahamas with no further shakedown! At least we'd become intimate with all of our cat's systems, which were working, and she was a well-trying crewed charter cat. Any doubts we may have had about her were quickly erased, as *Jet Stream* performed like a champ. We sailed 80% of the way to Cat Island and not one thing broke, came loose, or failed in any way. Except for the SSB, that is, which I brought from *Casual Water* and which had been giving me fits for the better part of a year. Other than that, it was a perfect passage.

Unfortunately, we didn't have time to tarry in the Bahamas. But our good weather and mechanical fortune held all the way to Ft. Lauderdale. And what a place that is!

Given the incessant trumpeting about 'Homeland Security', you'd think that U.S. Customs might have been interested in visiting a boat that was being imported into the U.S. for the first time. Not so! They couldn't be bothered. Coming from South Africa, *Jet Stream* is tax exempt, but I would have thought that someone might have been interested in confirming that we



didn't have weapons, drugs, refugees, or Fidel Castro aboard. Maybe next time I'll call in as the sailing vessel *Islamic Jihad* and see if we get a different response.

From Fort Lauderdale, Marsha and I doublehanded up to Solomons Island in the Chesapeake. With a 72-foot mast, our Leopard/Moorings 4500 is not an IntraCoastal Waterways boat, but we ducked in at Ft. Pierce, Jekyll Island, and Ocracoke. The barrier island of Ocracoke is a special place that's accessible only by boat — put it on your list. Our weather luck held, although we spent much of the midnight-to-dawn watch each night dodging big thunderstorms. Don of *Summer Passage* would have been on the edge of his seat with anticipation! Our radar proved invaluable in dodging the storms, and we managed to get out of the way of about 75% of them.

We made it to Solomons Island about a week before the first hurricane bedeviled the Hatteras area, and then battened down for *Bonnie* and *Charley*. Although *Charley* was blowing at over 70 mph just 150 miles south of us, he took a right turn and was a complete non-event here on the Chesapeake. The remnants of *Bonnie*, however, did drop quite a bit of rain. I felt





PHOTOS COURTESY CAPRICORN CAT AND C'EST LA VIE

Somebody — we don't know who because we stupidly lost the email — sent us a shot from the '30s of the historic 52-ft gaff schooner 'Yankee' at the Coches Prietos anchorage at Santa Cruz Island. The point was to show that nothing has changed there — and that's a good thing — in all these years.

like I was back in Baja, dodging and prepping for hurricanes.

The East Coast boating and marina scene is very different from California and Mexico. Only one marina we've been in has had locked gates — or even had gates at all! Nonetheless, security seems just fine. Of course, we haven't been to any big cities besides Lauderdale, and there we tied up to our broker's backyard. The typical dock on the East Coast, however, is another matter. Floating docks are a rarity, and we have been getting used to tying up to all sorts of rickety piles and other dock-like structures that would not be tolerated in California or, for that matter, most of Mexico. You really need a rubrail or lots and lots of fenders. It seems so primitive, but that's the way folks like it here. The other day I heard someone criticizing "those stupid floating docks".

But you would think that mariners here would expect more, as the daily rate at marinas is even higher than at Marina Cabo San Lucas — where I worked for many years, and which has much more to offer in the way of facilities and ser-

vices. Solomon's Yachting Center, the marina we'll be in for the next few months, is an exception, as it does have floating docks, is very nice, and is reasonably priced. It was completely rebuilt after biting the dust in hurricane *Isabel* last fall.

We'll be here until late October, at which point we'll head back to the Caribbean.

— tim & marsha 9/15/04

Cruise Notes:

With a new Mexico cruising season to begin in a month, the big question is whether or not the domestic **clearing regulations in Mexico** will be changed. Because these regulations require unjustifiably expensive and time-consuming procedures wherever there is a port captain, many cruisers devise cruising itineraries specifically for the purpose of avoiding as many places with port captains as possible. A small percentage of cruisers ignore domestic clearing all together, hoping not to get caught. As

Latitude reported several months ago, President Fox said he would do away with the rules requiring domestic clearing, which would mean cruisers would only have to check into Mexico and out of Mexico. But only time will tell if Fox was able to deliver on that promise. If there is a change, we'll report it immediately on *Electronic Latitude* at www.latitude38.com.

On September 19, three sailboats washed up on the sands of Santa Monica Bay a few hundred feet southeast of **Marina del Rey**. As Dan Hallai of Santa Monica explains, "For the past couple of years there has been a group of boats — as many as 15 — anchored outside the south jetty at Marina del Rey. The breakwater shelters them from the predominant weather, and the water is usually too deep for south swells to cause them much trouble. But Sunday's winds came up fast and hard from the west, and several of them went up on the beach." According to Gary Thornton of the Marina del Rey Harbor Patrol (Los Angeles County Sheriff), a law was changed about 10 years ago that resulted in a V-shaped section to the southeast of the breakwater being reclassified as "high seas", which allows boats to legally anchor in that somewhat precarious spot. Thanks to occasional strong winds and generally poor ground tackle, the boats anchored out — most of which are derelicts — go up on the rocks or the beach on a regular basis. Thornton estimates that in the last six months alone, two boats have gone on the rocks, three on the beach, and about 10 others have had to be rescued. Boats that end up on the beach have to be removed and/or destroyed by the Department of Beaches and Harbors — at considerable taxpayer expense. "Derelict and abandoned boats are a big problem for harbor masters up and down the coast," said Thornton. "We've got 11 at our docks now and don't have room for any others."

The three additional boats that were blown ashore to the southeast of Marina del Rey prove once again that the 'anchorage' is dicey.



PETER DRASININ

CHANGES

Why is it, we wonder, that cars abandoned on highways can be removed immediately and their owners held responsible, but the same is not true for abandoned boats on coastal waters?

"We are currently in Australia with plans to ship our Cheoy Lee 38 **Gitana** to Golfito, Costa Rica, in January, then sail up the coast to Mexico," report Greg and Janis Morehead. "We are looking for any information regarding marinas, anchorages, and so forth along the Central American coast." Since you've been gone, there has been quite a bit of marina development in Central America. **Barillas Marina** and **Bahia del Sol** have opened up in El Salvador, as has **Puesto del Sol** in Nicaragua, and a marina near **Huatulco**, Mexico. Alas, the Costa Rican government closed down **Flamenco Marina**, reportedly for ecological reasons, so that's one loss. As for anchorages, you either need to buy the guide books or talk to cruisers you meet in Costa Rica. But rest assured, there are plenty of them between Costa Rica and Mexico.

"It was great seeing *Profligate* at the fuel dock in Newport Beach in late Au-



LATITUDE/RICHARD

Jennifer and Russel, their fire extinguisher at the ready, stand next to their new 'Watchfire', a **Coronado 35**.

gust," write Russel and Jennifer Redmond of their "new and improved" **Coronado 35 Watchfire**. "And it was nice to have the Wanderer there to take our picture — holding a fire extinguisher — in front of

our new boat. We've been looking for a replacement cruising boat for Mexico and beyond ever since last fall when our **Columbia 26 Watchfire** perished in the huge fire storm east of San Diego." Jennifer and Russel are the publishers of the *Baja Journal* literary magazine.

"We'd like to recommend the Rio Chagres as a place that cruisers in Panama often miss — but shouldn't," write Randy and Lourae Kenoffel of the Northern California-based **Moorings 500 Pizazz**. "Although it's less than two hours from Colon/Cristobal, it is worlds away from the dirt, glaring lights, traffic, noise, and other annoyances of a city. This often mirror-flat jungle river is really special, as the various shades of jungle green reflect off the waters, only to be broken by ripples from fish or the snout of a crocodile. We've seen more birds — of every color and mix of colors — than we can identify. You hear jungle bird sounds — particularly those of parrots — all day long. This chirping, singing, and squawking is mixed with the barking, roaring, and howling of the howler monkeys as they

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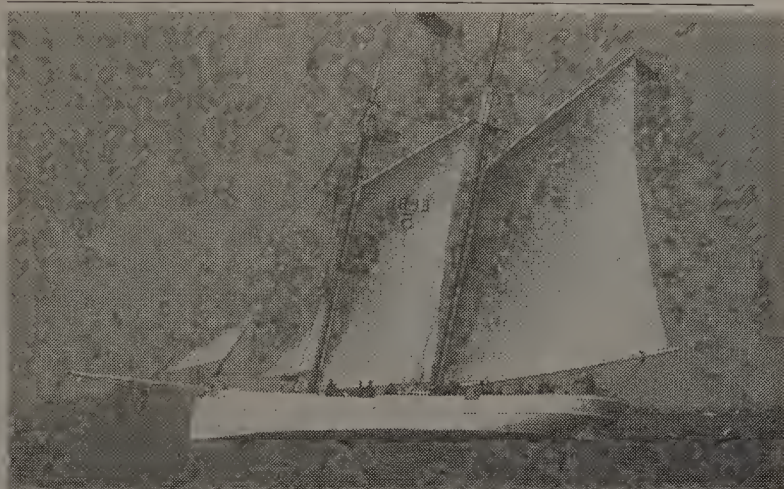
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romp from tree to tree. It's also amazing to see the fluorescent blue butterflies flit about, and the graceful flight of the white egrets and blue herons. It's such a beautiful world that nature provides for us, particularly in Panama where, because it's the bridge between the two continents, there are so many species. The only thing that shatters the experience is the arrival of the tourist helicopters! And as special as the Rio Chagres is, the San Blas Islands are calling us, so we're headed back out there."

Cruiser quiz: What's unique about the Rio Chagres? It's the only river in the world that flows into two oceans.

Warwick 'Commodore' Tompkins of Mill Valley — delighted to be one of the most cantankerous personalities in sailing — swears that he and his wife Nancy are finally going cruising this winter aboard their Wylie 38+ **Flash Girl**. She's unusual for a relatively small cruising boat in that she has a lifting keel and water ballast. Tompkins finished the boat from a hull and deck in Sonoma over a seven-year period, and has sailed her fre-

quently since, including in the wind-starved West Marine Pacific Cup of 2002. Still very vigorous in his early 70s, Tompkins has been sailing longer than most people live. He was born aboard the Elbe River (Germany) pilot schooner **Wander Bird**, which was built in the late 1800s, and it is from her that he picked up his nickname. When giving a tour of the schooner to a friend, his parents slid open a drawer — with the baby Warwick in it — to show him off. "Well, this must be the little commodore!" exclaimed the visitor. The nickname stuck. Tompkins has seen and done it all on the world's oceans — there's even movie footage of him and his sister happily playing on a swing on the deck of *Wander Bird* while the big schooner is being pounded by heavy seas off Cape Horn. Through-



Benson Lee of San Francisco happened to be in Cuxhaven, Germany on August 18 to take this photograph of 'Wander Bird', which now sails under her original name, 'Elbe No. 5'.

out his sailing career, Commodore has delighted in ruffling feathers and battling conventional wisdom. And being devious! "I sailed with him from San Diego to Cabo once with a music-loving crew," says one woman who prefers to remain anonymous. "But after the first day, the stereo went out. We all thought it was broken, but later discovered that Commodore, under the pretense of fixing the alternator, had disabled it! He had an obvious motive, too: He wanted us to listen to him

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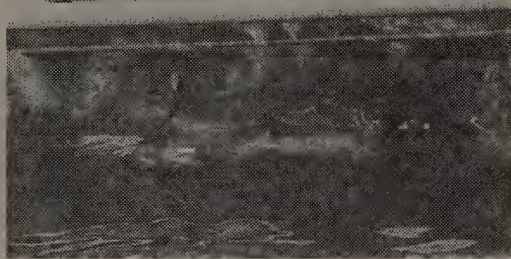
read his favorite verse rather than to U2. We were so mad when we found out! I love Commodore — but I'm sure glad there is nobody else like him."

By the way, all of Commodore and Nancy's friends are invited to the Richmond YC at 11 a.m. on October 16th for the launching of their Wylie-designed **Taxi Dancer**, the tender Commodore built for *Flash Girl*. "Libations will be provided," the note reads, followed by the 'Commodore-ly' remark, "in appropriate quantity". In other words, it's BYOB!

While at Catalina Island a few weeks ago, we noticed a 26-foot powerboat with not one, but two, little **Honda gensets** on the 'back porch'. Why such a little boat would need two of them is beyond us. But why cruisers on larger boats would carry one makes a lot of sense. While on the way to Santa Cruz Island a short time later, we experienced a temporarily unknown charging problem — a wire came off the alternator — and guest David Crowe suggested that if there really was a problem with the alternator, all we had to do was get a shorepower cord with the proper plug to fit into our Honda genset.



LATITUDE/RICHARD



Four hair-dryers, three blenders, two televisions, a big boom box and air-conditioning — no wonder this 26-footer needs two gensets.

"It would be as though you were plugged into shorepower," he said, "and would charge your batteries much faster than the genset's 'trickle charge' capability." So we purchased a short shorepower cord with the appropriate plug for \$50 as soon

as we got to shore, and feel much better about having a double redundancy — we also carry a spare alternator. By the way, most folks recommend the 2000 watt model genset rather than the 1000, because you get a whole lot more power for just a little more money.

More on confused regulations in Mexico: "The deal here at Puerto Escondido in Baja is very odd," report Mike and Lindsey of **La Otra**, type of boat and hailing port unknown. "Fonatur, the Mexican tourism development agency, set all the mooring balls in place and claimed they would be charging for their use. But so far nobody has monitored the use of the moorings or collected fees. Somebody did collect for garbage pick-up and car parking for a while, but he seems to have gone away. From what we can tell, there are only about a dozen boats occupied full time here right now. Some boats are still on their own hooks, and others are on private moorings. All in all, Puerto Escondido seems to be much cleaner and have fewer derelict boats than before, so we're enjoying ourselves. Except for the

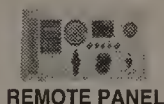
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chubascos and hurricane threats, we've actually had some very nice weather. There's not much wind for sailing, of course, but that's to be expected in the summer. We had a beautiful week out at the Ballandra anchorage at Isla Carmen before coming back in to Escondido."

"We're still here at Puerto Escondido," report Jack Jandreau and Leanne Lawrence of the Portland-based Willard 8-ton **Stealaway**. "Last night we had our first *chubasco*, but we were fairly comfortable as we were tied up to one of Fonatur's new moorings. Thirty minutes into the storm, I was able to divert all the rainwater into our water tanks, which filled in short order. But it rained so heavily that at one point our dinghy was in danger of sinking! I had to bail it with a bucket. All things considered, it's very comfortable here in Puerto Escondido, and everyone is quite friendly. Just this afternoon another boater brought over two nice sea bass for us. I filleted them and Leanne is making *Pescado a la Veracruzana* tonight! For those who don't know, we first sailed *Stealaway* from Portland to Mexico in the

fall of '89, and kept her there until '97. At that time we decided to accept a two-year work project in the States that would allow us to bring *Stealaway* back to the States for a total refit. It ultimately took us years to pay for the two-year refit, but that's another story. We sailed *Stealaway* back to Mexico in January of '03. Having been gone for seven years, the biggest change we noticed was that the standard of living had gone up. Now you see nicer and more expensive cars, as well as busy Wal-Marts and Sam's Clubs. The prices have gone up in the grocery stores and in restaurants, but you can still find those wonderful taco stands and smaller restaurants that are less expensive. If you eat like a local — tortillas, beans, and rice, plus certain vegetables and fruits — you



These 26 past, current, and future cruisers gathered for a 'raft-up' at Joe and Jacque's house in Alameda on August 28.

can live pretty inexpensively. We love Mexico and plan to stick around for a long time."

"When we realized how many current cruisers were planning to be in the San Francisco Bay Area this August to escape the hottest part of summer in the Sea of Cortez and/or the rainy season in Central America, it was obvious there should

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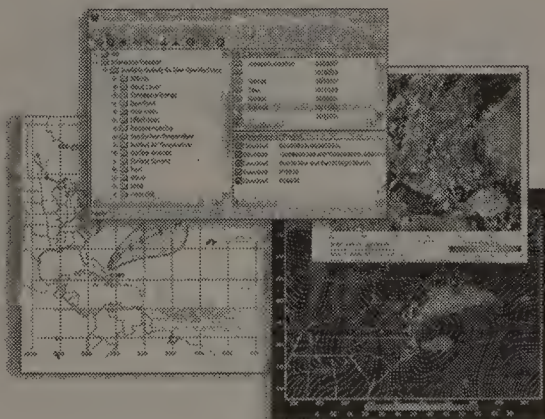
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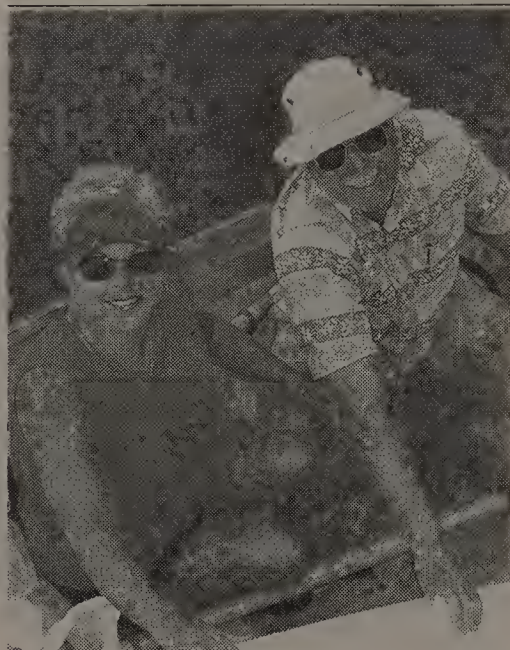


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be a party," report Jimmie Zinn and Jane Hanawalt of the Richmond-based Morgan 38 **Dry Martini**. "So Joe and Jacque of **Marna Lynn** graciously offered the hospitality of their home in Alameda and, on August 28, a total of 26 cruisers representing 13 boats assembled for a dry land raft-up. As all cruisers know, it only takes a short time back home before your old friends and relatives are bored to death by your pictures and stories, so you start looking around for other cruisers to find someone who will listen to your tales of adventure with real interest. Most of those attending the party have left their boats in paradise and will be returning to continue cruising when the weather moderates in the early fall. Those attending were Les and Diane of **Gemini** in Panama; Helmut and Mary of **Lady B** in El Salvador; Lisa and Dennis of **Lady Galadrial** in Costa Rica; Joe and Jacque of **Marna Lynn** in Costa Rica; Cheryl and Bob of **New Passage** in Ecuador; Jimmie & Jane of **Dry Martini** in Mexico; John and Linda of **Patches** in Mexico; and Sue and Jake of **Sipapu** in Costa Rica. Also attending were a few who have recently returned



LATITUDE/RICHARD

Teresa and John grab eggs "right from the hen's keester" — and before they've been refrigerated — just for cruisers and fishermen.

from the cruising life, including Merry and Dave of **Air Ops** of Redwood City; Dwight and Donna of **In the Mood** of Long Beach; Karen, Bill and Joë of **Miela** of Emery Cove; Greg and Mikki of **Mikelali** of San

Diego, and Cynthia and Dave of **Reaching Deep** of San Diego. Both **Reaching Deep** and **Miela** will be heading south this fall, with Cynthia and Dave resuming their cruise that was interrupted by hurricane **Marty** last year. Karen and Bill of **Miela** are eagerly awaiting this year's Ha-Ha to begin their cruising adventure.

While on a mooring at Descanso Bay in August, John and Teresa Conrad of the San Diego-based Cheoy Lee Clipper 36 **Morningstar** came by **Profligate** to report they are distributors for some special foods that might be of interest to cruisers. "We sell unrefrigerated eggs, sterilized long-life milk, smoked meats and sausages, canned meats, canned cheese, canned butter, and fresh dry goods to long-range fishing boats and cruisers departing San Diego. Our eggs last four to six weeks if you turn them every three days and don't refrigerate them. Our canned beef and canned ham have nothing but water and salt." Visit them at sandiegoprovisions.com.

Could this be the last time? Our friend Blair Grinols of the much-travelled

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Vallejo-based 46-ft **Capricorn Cat** reports that his wife Joan, after supporting nearly a decade of his gallivanting all over the Pacific with his beloved cat, and often joining him, is asking him to rein in his cruising. So while they'll be sailing to Mexico again this winter, it could be the last time, for Blair says he may put his cat up for sale. Frankly, we're not going to believe that until we see it. Blair has a million things he likes to do, but we can't imagine him without his cat.

Earlier in *Changes*, we reported that **Doug Tiffany** lost his boat *Water Witch* at Isla Carmen during a *chubasco*. Just before we went to press, he advised us that he's eager to continue sailing, and therefore would like to find a job as a skipper or a shipwright on a wooden boat. So if anybody could use a man with more than 20 years of professional shipwright experience, contact Tiffany at dptiffany@hotmail.com.

When we anchored on the side of the reef off Two Harbors, Catalina, in September, who showed up about an hour later to drop the hook right behind us? Bruce

Balan, formerly of Palo Alto, aboard his Cross 45 trimaran **Migration**. After doing the '99 Ha-Ha, Balan cruised Mexico for a couple of years, then came home and got divorced. For the last several years, he's somehow managed to live aboard in Southern California without a permanent slip, yet still work a regular day job in the software industry. It's involved a lot of moving around between guest slips. But come this spring, that will be all over. He'll be headed back to Mexico and beyond to live the full-time cruising life, continuing to support himself by writing childrens's books.

"**Bill Barnes**, former cruiser aboard the Morro Bay-based Flicka 20 **Motu** has passed away at age 53," reports Paul



Bruce Balan, seen with three 'island virgins', makes periodic trips to Catalina to hold him over until he starts cruising again in the spring.

Dunn of the Morro Bay YC-based **Windspell**. Barnes learned to sail while living on the Big Island in the early '70s. When he moved to Morro Bay later in that decade, he noticed a neglected Flicka 20 on a mooring in the harbor, contacted the owner, and bought her. From '95-'98, he mostly singlehanded *Motu* from Morro Bay to Puerto Vallarta. He became a fixture in the anchorages at La Cruz and Punta

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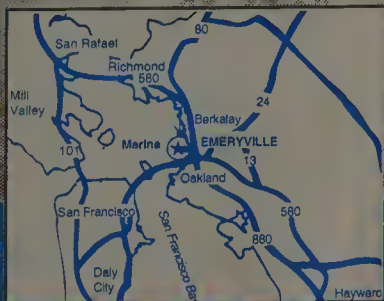
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Mita, where he'd surf until his arms gave out. Bill died in a spiritual way — he had a massive heart attack while surfing his Wave-Ski at The Rock in Morro Bay on Labor Day. Bill was an inspiration to all of us down here, and we will miss him dearly."

There's similar sad news from Ralph Neeley of the Reno and Fiji-based 45-ft sloop **Neeleen**, "My wife, **Kathleen Burke Neeley**, passed away September 14 at age 67 at Carson Tahoe Hospital after a short illness." Although Kathleen was confined to a wheelchair from a young age because of polio, she and Ralph sailed out of the Waikiki YC, then began many years of cruising the Caribbean and South Pacific. In fact, we can recall bumping into Ralph and Kathleen at Antigua one year, Trinidad the next, and other places later on. That Kathleen was able to cruise while confined to a wheelchair is an incredible tribute to her — and to Ralph!

We also regret to report the passing of **Lex Peterson**, Commodore of the Vancouver, B.C.-based Bluewater Cruising Association, and owner of the Coast 34 **Rosebud**. We met Lex in Mexico dur-

ing the Zihua Sail Fest last year, and in May he and his wife Tina joined us for *Profligate's* rollicking 1,200-mile passage from Antigua to Panama. A few weeks later, Lex was diagnosed with cancer. "I've been stunned by the speed with which one's life can change," he wrote, "and how it has drawn those close to me into those changes. Live your life today!" Lex passed away on August 30, several weeks short of his 47th birthday.

"From time to time, I've read *Letters or Changes* from people who have sailed to **New Zealand or Australia**, and who subsequently found both work and housing," writes Tony Bressi. "I would like to hear from any and all cruisers who have reached and remained in either New Zealand or Australia for more than just a few months. By the way, who remembers the '60s television show called **Adventures In Paradise** starring Gardner MacKay? That's what got me started dreaming about sailing. But now it's *Latitude's* 'go now' mantra that's got me

going!"

We'll see what we hear back from readers, Tony, but many cruisers make it to New Zealand and Australia, and lots of them stay for a long time or even never come back. If we're not mistaken, a couple of folks from the first Ha-Ha in '94 continued on to New Zealand and are still living and working there. In theory, it's a bit of a problem to legally get a job in those countries, but lots of Americans seem to find a way to manage it. If you've got a chunk of money set aside, you can still buy great oceanfront property for a fraction of what it costs in the States. The problem is that the wages are comparatively low in those countries, so it's hard to earn enough money working their to buy such property.

Speaking of New Zealand, we just received the following letter from Don Engle of the East Bay, whose enormous 70-ft catamaran **My Way** is finally — really — nearing completion: "I was re-reading **Dr. Zhivago** on the plane back from New Zealand, and several times Zhivago's father was described as a "profligate". Since

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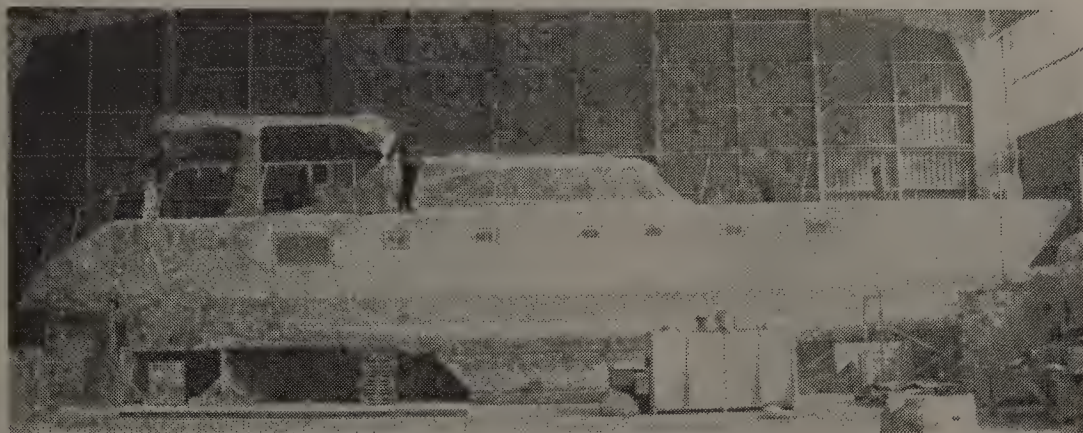
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I also had a copy of *Latitude* with me, I thought of *Latitude's* cat. Having read about *Profligate's* many adventures, I can't wait to get back on the water. The drama at the yard that is building my boat seems to have backed off, so although the launch date has yet again been moved back — this time to September 10 — things seem to be going better. At least the workmanship continues to be superb — if not over the top! In my last boat, a Hunter, all of the water and fuel lines and fittings were of plastic or aluminum. On *My Way*, they're all made of welded stainless steel, with all connections tested and polished to a mirror shine. When I saw all of the stainless in the engine room, my mouth dropped! In any event, we hope to have all the systems working and checked out by the third week of October, at which time we can do some sailing. Since typhoon season in the South Pacific begins in early November, heading north to Fiji or Tonga will be out of the question. We'll probably sail to Australia in November, do some exploring there, then come back to New Zealand in February or so. We'll



Engle's new 70-ft by 34-ft cat 'My Way' makes 'Profligate' look like a dinghy. Her quality is said to be "over the top!"

keep *My Way* there until May, when we can sail up to the South Pacific. I want five or six crew on the crossings, and have two committed so far. The Tasman Sea can be rough, so we'd only want experienced people. But the coastal sailing in Australia and New Zealand should be much tamer, so anyone interested can apply at demacengle@yahoo.com. All things equal, I'd prefer couples, but will consider all, as I'm looking to build up a

list of potential crew. All I ask is that people pay their own way to get to the boat and be good crew rather than jerks. There will be two paid crew. People interested should email me at demacengle@yahoo.com."

Is Engle's incredible offer — crew on a brand new, superb quality, 70-ft catamaran, with two paid crew, and not have to chip in for expenses? We called him up to make sure, and he said 'yes'. "It worked for me with my previous boat in Mexico, so why not for this one also?"

On that sparkling note, we'll say 'welcome to the winter cruising season of 2004!'

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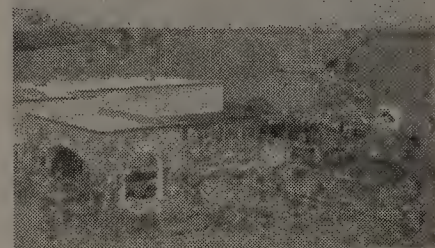


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24 FEET & UNDER

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MONTGOMERY 17, 1980. Shiksa. Seductive example of Lyle Hess's favorite pocket cruiser. Complete sail inventory, electronics, ground tackle, galley, cruising and safety gear. New Honda 5 hp, excellent rebuilt trailer with extendable launch tongue, lovingly maintained. \$9,500. Call (925) 229-0425.

CAPE DORY TYPHOON SENIOR, 1985.

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MONTGOMERY 17, 1983. Great condition, new bottom paint, 4 hp 2-stroke, complete set of sails, includes genoa and storm jib. Autopilot, depth, sink and water tank, windex, compass, ammeter, anchor, stove, BBQ, ladder. Galvanized trailer with extension, etc. \$5,500. (415) 457-1026.

CATALINA 22, 1973. Swing keel, pop-top, 5 hp great outboard, cushions. New condition factory mainsail, jib, main cover, lines aft for singlehanded sailing. Trailer, local pickup, come see and sail away. Extreme discount at \$3,000. Dan (707) 254-9656.

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SANTANA 22. Excellent, Bristol condition. Two sets of racing sails: Quantum (Kevlar) and Pineapple. New standing and running rigging. New non-skid deck. Pristine hull. Barney post. 5 hp outboard. In Sausalito. Asking \$5,500. Call (415) 817-8218.

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SANTANA 20, 1977, HULL #124. Spinaker rigged, running side/backstays, Hart main, knotmeter, 4 hp outboard, bottom paint 2003. Kept at Folsom Lake. Mike (916) 804-8124. Pictures available by email: retraxit@yahoo.com.

BENETEAU 235, \$9,999. See: <http://home.alamedanet.net/~jaytownley/> for information, terms and details. Honda 7.5. 155 and 85% jibs, 2-year-old standing rigging, TuffLuff. Enclosed head, galley, and nav area, room to sleep. Trailer. Lots of extra equipment and substantial upgrades. \$9,999. Call (510) 865-4154.



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CAPE DORY TYPHOON. LOA 18'6", Beam 6'3", Draft 2'7", 2,000-lbs displacement. "America's small yacht." The feel of a larger boat with the steadiness and stability not found in many larger designs. Smooth and predictable. Full keel Carl Alberg design. Refurbished classic Seagull outboard motor. New interior cushions. Beautiful. \$3,395/obo. Benicia Marina. Call (916) 204-4646.

MIRROR OFFSHORE 19. Volvo 7 hp diesel. Roller furling jib. Cockpit tent. VHF, enclosed head, sleeps 2. \$1,500/firm. Call (916) 371-2105 (eves).

NIGHTINGALE 24, 1972. Good looking, stable daysailer with mainsail, jib, genoa, three spinnakers and spinnaker pole, full boat cover, 9.9 4-cycle Yamaha outboard. Berthed in Antioch. \$2,500. Calkins trailer, \$800. Call (530) 692-9582.

WEST WIGHT POTTER 18. Legendary trailer-sailer that has crossed oceans. Sleeps 4, has galley and Porta-Potti. This boat is actively and safely sailed on the Bay and lakes, it's rigged and ready with trailer. \$6,000/obo. (650) 303-0174 or S2srf@aol.com.

RANGER 23 (#191), 1974. Freshwater boat. Well equipped. New 1999: Quantum sails, Harken roller furling, bulkheads, cushion and sail covers; light use since. 9.9 electric start o/b. Custom galvanized tandem trailer. \$7,500/offer. Call (530) 795-3503 or email: grant@de-water.com.



J/24 SLOOP, 1978. Main, 3 jibs, Nissan 5 hp outboard motor. VHF, newer winches, recent canvas and more. Diver's report says bottom is good and keel is fared. Clean boat, ready to sail. Located Sausalito. As is. \$3,900. (415) 336-3367.

COLUMBIA 22 SLOOP, 1970. Keel refinished, 6 hp Johnson o/b, inside and outside cushions. Interior molded plastic. 3 good sails. Like new custom trailer. Topsides need paint. \$1,492. Call Bob (530) 478-9833.

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THREE BOATS FOR SALE. Sunfish with trailer, good condition, \$500/obo. 16-ft Hobie Cat with trailer, fair condition, \$500/obo. 24-ft Dufour 1/4-tonner, good condition, lots of sails, new bottom spring 2004, \$5,000/obo. All boats sold as is. All proceeds benefit the Vallejo Yacht Club Learn to Sail Program. Pictures of all boats can be seen at <www.vyc.org> Leave message at (707) 645-0538 for more info.

SAN JUAN 24, 1978. Very well-maintained, immaculate, solid boat. New Simrad tiller/pilot, Signet knotmeter, digital depth, battery charger and standard VHF. Mainsail, 110, 150, 170 and spinnaker. All lines led aft. 1992 Johnson 8 hp Sailmaster with 6 gal tank. 6 winches. Danforth with 200' rode. Porta-Potti, alcohol stove, galley, water tank with sink. Upgrades include: Interior cushions, teak autopilot bracket, hatch doors and companionway seat. Hauled, bottom painted 5/2004. Must sell. \$2,500. (408) 590-4989 or email: MagicJuan24@cs.com.

MELGES 24, USA 301. New mast/all rigging. Full covers. One set new sails, plus additional sets. Great shape, ready to race. Price reduced for quick sale. \$23,000/obo. Call (510) 865-6641 (eves) or (510) 748-3955 (days).

GLADIATOR 24. Good condition. Main, 2 jibs, spinnaker. Harken mainsheet/traveller, Lewmar winches. All lines led aft. Nissan 5 hp outboard. 12v electrics: Charger, breakers, bilge pump, running and interior lights. Clean interior. See photos: <www.mgorton.com> \$2,500. (415) 225-7104 or gladiator@mgorton.com.

J/22, HULL #708, 1987. Dry-sailed, recent fairing and gelcoat on keel and rudder. Hull polished to 1,500 grit. Newer headstay, shrouds, backstay and running rigging. PHRF class winner. 3+ sets of sails, none new. Trailer, o/b. Photos. \$10,850. Call (805) 899-9139.

MELGES 24, #19. Race ready. All standing and running rigging less than 1 year old, new non-skid cockpit. Includes TacTic, Nissan 3.5 hp 2-stroke engine, two complete sets of sails, and trailer. Significant go-fast upgrades. \$25,000/obo. Call Leslie (415) 380-1717 or email: atomicdog19@hotmail.com.

MONTGOMERY 17. Very nice, \$6,500. Also, Bahama 24 on trailer, sound hull and deck, \$3,000. Near Bakersfield. Call Mike (661) 823-1091.

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SANTANA 20 WING KEEL. Fast, fun, trailerable, in good condition. 2 mains, jib, genoa, 2 spinnakers. Rigging in good shape including adjustable backstay. Outboard, Porta-Potti, trailer with extending tongue. Easy to launch. \$3,500/obo. Call (510) 299-3555.

PACIFIC SEACRAFT FLICKA, 1992. Radar, ST4000 autopilot, GPS, Espar heater, Yanmar diesel, tanbark sails, teak decks, propane and more. See website for specs and photos, Google keywords: Flicka, *Dulcinea*. \$54,000. (650) 726-6600 or email: johnpurins@comcast.net.

CATALINA 22, 1988. Wing keel, very clean inside and out. Pop-top, stove, Porta-Potti, roller furling, 5 hp Honda, trailer. Good sails and rigging. Many extras and upgrades. Great boat. \$5,250. Tomales Bay mooring negotiable. Call (707) 829-6768.

25 TO 28 FEET

BALBOA 27, 1979. Great condition, complete canvas, sail covers, 2 spinnakers, 2 jibs, 1 main, spinnaker pole. Fathometer, interphase locator, tiller autopilot. Nissan 8 hp, swing keel, stove, head, water, sink, cooler, sleeps 5. \$7,950/obo. Call (510) 769-8872.

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CAL 27, 1977. Great racer/cruiser, current PHRF certificate. New 9.9 hp outboard motor. 3 jibs, 2 spinnakers. New running rigging. Bottom in excellent condition. Strong, fast and comfortable for Bay. \$7,000/obo. Please call Terry (415) 897-3167 or (707) 225-2849 (days) or email: belowine@msn.com.

U.S. YACHT 25, 1981 in good condition. Autopilot, built-in 10 gallon gas tank, 7.5 horsepower Honda. Good condition sails including spinnaker and genoa, some new standing rigging. Knotmeter, VHF radio, stereo, battery charger. Original owner. \$5,000. Call (925) 634-3533.

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ANTRIM 27, 1998. Good solid boat, very lightly used. Zieman trailer, roadworthy. Price reduced to \$24,900/obo. Located Alameda. Email: conmaj@pacbell.net or call (916) 612-5227. Buy now in time for exciting one-design midwinter race series.

CATALINA 27, 1980. Well maintained, inboard Atomic 4 diesel good condition. New asymmetric spinnaker, main and 110 jib. New head. Ready to sail. Owners purchased larger boat. Located on Treasure Island. Available immediately, \$9,000/obo. Email: lbaskin@urol.ucsf.edu or call (415) 664-3292.

CHEOY LEE FRISCO FLYER 26, 1966. Heavy fiberglass hull, teak over fiberglass deck, teak trim. MD-1 Volvo diesel, head with holding tank. 2 jibs, 1 main. VHF/stereo. A sweetheart of a boat. \$8,000/obo. Call (415) 457-8557.

CATALINA 27, 1981. Very good condition, nice interior. Inboard Atomic 4, roller furling jib, swim ladder, compass, etc. \$6,800. Call (510) 415-7457 or email: KaulsUS@aol.com.



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SANTANA 27. Very good condition. Main, 4 jibs, Nissan 9.9 hp 4-stroke, propane stove, new marine head with holding tank, A/C shorepower, sink, ice box, battery and charger, depthfinder, compass, tiller with Autohelm, Blaupunkt radio and CD. \$8,000/obo. (707) 226-7209.

CATALINA 250 WING KEEL, 2002. Honda 8 hp, like new, factory trailer, wheel. Freshwater, Lake Oroville. \$26,000. Email Vic: catalina250@plbg.com or call days (530) 891-6428, ask for Vic.

C&C 26, 1977. LOA 26'4", beam 10'. Great performance. Full standing headroom, original owner, excellent condition. Berthed in Delta since new. Yanmar diesel, Pineapple sails, full cover, many extras. \$12,000. Call (916) 383-6527 or email: mrab1@juno.com.

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ERICSON 27, 1975. Great condition. Extensive electronics. Updated running rigging. Outboard power. Covers. Three sails. Coyote Point slip available. More info and pics at: <<http://drifter.stormcenter.net/waveq.html>> Asking \$7,500, well below NADA list. Trades considered. Call (650) 583-2700.

MacGREGOR 26, 1988. Well maintained, excellent condition, easy to trailer. Honda 8 hp outboard, centerboard, water ballast system. Mainsail and jib, mainsail cover. Solar panel, two batteries, 6 berths, alcohol stove, sink, enclosed head, AM/FM cassette stereo, pop-top. \$6,000. Call (559) 562-0088 or (559) 333-3420.

PEARSON 28, 1978. Very clean, stiff and dry. Great running Atomic 4. New standing rigging, new head, holding tank. H/C water. Dodger. Simrad TP 10 Tiller pilot, GPS. In great shape and ready to sail. \$6,800. (510) 864-3930 or (650) 743-7521 (cell) or dfharris02@yahoo.com.

CATALINA 27, 1977. Very clean, Delta slip. Atomic 4, electronic ignition, elec fuel pump. Delta shade canvas, new bottom paint and zincs 8/04, new batteries 6/04. Head/holding tank, depth/fish finder, VHF, stereo. All lines led to cockpit, good sails, shorepower, full galley, cockpit cushions, cockpit table, Magma BBQ. 9' FG dinghy with 2 hp o/b. \$7,700. Jeff (916) 997-9246 or email for pics: hiddenharbor@softcom.net.



RANGER 26, 1973. Great condition. Asking \$4,500. Mercury 9.8 hp. Sloop rig. Roller furling jib. Pt. Richmond. Call Matt (510) 701-8703.

ERICSON 27, 1973. Race/cruiser, A4 with electronic ignition, A4 books and lots of spares. Well maintained, recent haul. Wheel steering, turnkey, ready to go Bay and coastal cruising. ICOM VHF, stereo, VCR. Slip in Oakland Central Basin. \$7,500/or trade? (510) 306-6129.

VERTUE 25. Classic Laurent Giles design. Sail #138. *Aries II*. Solidly built of teak in 1956 by Cheoy Lee Shipyard. Good condition. Regularly sailed on SF Bay. \$9,500. Peter (510) 654-5578 (hm) or (415) 973-2286 (wk) or pxo2@pge.com.

MacGREGOR 26, 1988. Last used in 1993, must sell. Always covered on trailer, excellent condition. Water ballast, centerboard, mast-raising kit, lightweight, easy trailering, beachable. 7.5 hp Honda, VHF, BBQ, swim ladder, pop-top, many extras. See: <www.pmagic.com/m26> \$5,950. Call (415) 924-7927.

O'DAY 25, 1977. Very good exterior. Cabin interior excellent. Fin keel, approx. 1999 15 hp Johnson, electric start, like new. No trailer. Steal for \$1,995. Clean boat. New cushions, carpet and drapes. Please call (925) 458-9702.

CATALINA 27, 1975. Atomic 4, standard rig, dinette model. Full batten main, Soling rig self-tacking jib, roller furling Garhauer rigid boom vang, double bow roller. Autohelm 1000 with remote, DART knotmeter/depthsounder, VHF, Plastimo compass, dual batteries with auto Guest charger, auto bilge pump, head with tank and macerator, newer curtains, interior and cockpit cushions. \$8,900. Call (916) 685-9346.

PEARSON 28, 1975. Very nice. Benicia Marina, B Dock. Nice 30 hp Atomic, depth/knot, TV/VCR. Galley, microwave, sleeps 5. Easy to sail and do harbor entrance. Reduced to \$8,500. (925) 313-3738 (days) or (707) 330-5303 (eves).

SANTA CRUZ 27. Outboard, trailer, good condition, survey 2004. Santa Cruz. \$10,700/o/b. Call (800) 374-2626 or (831) 818-7725 or email: sail@cruzio.com.

PETERSON 25 IOR. Quarter tonner. Great Doug Peterson design. "Small yet mighty." Strong Bay boat, great starter. Extra clean, must see. Nissan 4.4 longshaft, spinnaker gear and lots of winches. Located Emeryville Marina, Slip E-11. \$4,000/o/b. John (707) 437-4685 or (707) 246-9770.

MacGREGOR 26X, 1998. 50 hp Nissan 2-stroke, low hours. Water tank, stove, compass, roller furler, seat cushions, dual batteries, bimini, swim ladder. Mast raising kit, trailer, spare wheel, 2 anchors, lots of extras. All like new. Dry storage. \$14,500. Call (925) 932-8518.

HUNTER 27, 1980. 2 cyl Universal diesel, new Harken furling and rigging in 2000, ST winches, wheel, depth, speed, VHF. New T/A 130 and excellent Hood main. Teak and holly sole, 6'2" headroom. Beautiful. \$10,900/o/b. See photos: <www.yachtsandmore.com> Marina del Rey slip. (888) 541-7232.

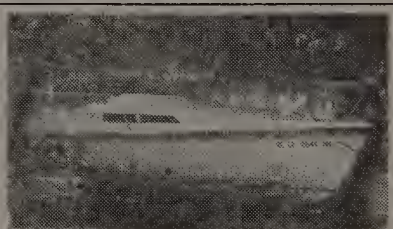
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CONTESSA 26, 1976 with inboard diesel. Main, genoa and jib sails. Available to show after 10/14. \$5,500. CA. Call (209) 586-9557.

MARIEHOLM 26, 1984. Great condition. Full keel, fiberglass, sweet daysailer and seaworthy ocean cruiser. Yanmar diesel, VHF, knotmeter, depth, compass, roller furling. Sleeps 7. Porta-Potti. 6' headroom. Bottom paint 2002. \$18,000/o/b. Located in San Diego. (858) 254-7072.

CATALINA 27, 1976 OB. Second Draft. Completely restored and upgraded for racing or cruising. New sails, engine (15 hp electric start), Harken Mk III furler, cushions, all new LPU topside/nonskid. B&G instruments, Spectra rigging, Harken winches, new plexi windows, new stanchions, modified transom. Gorgeous boat, fast performer. \$12,500. Call Jeff (415) 847-5306. More info and photos: <<http://homepage.mac.com/catalina27>>

NOR'SEA 27, 1992. Aft-cockpit sloop. Yanmar GM20F, Profurl, Monitor wind-vane. Twin Bruce anchors, 300' chain, washdown, watermaker. Garmin color-plotter, Signet instrumentation, autopilot, factory teak interior, inverter, VHF, dodger, refrigeration. Triple-axle trailer. Will deliver/airfare allowance. \$67,000/o/b. Call (970) 464-1280. Photos by email: jz27mystic@netzero.com.



MacGREGOR 26, 1991 with trailer and spare tire. 9.9 Evinrude Yachtwin outboard motor runs great. Cockpit cushions plus privacy weathercloth around the cockpit stanchions and aft end of boat. Water ballast, swing centerboard, draws only 15". Sleeps 5, life preservers, 2 anchors, galley includes sink/hand pump and built-in alcohol stove. New batteries, Guest battery switch, new 12v electric panel, mast raising and lowering rig, sail inventory includes: Main, jib, reacher/drifter and genoa. \$6,950/o/b. Call (510) 306-4964 or email: sid@jong.com.

PACIFIC SEACRAFT 25, 1978. Solid, salty pocket cruiser, classic double-ender, beautifully designed and maintained, a dream to singlehand, cozy, livable interior (really). Very reliable Yanmar 8 hp, new water/fuel tanks, 2 jibs, new spinnaker, hauled/painted Aug. 2004. \$19,000/o/b. (415) 786-6465.

ISLANDER 28, 1977. Atomic 4, tiller, good condition. Cabin needs TLC. Price reduced to \$9,500. Can be seen at: <<http://home.comcast.net/~rlleber/usb/html/view.cgi-home.html-.html>> or call (510) 865-6872.

PEARSON TRITON, 1963. New main 1999, new exhaust system 2003, new standing rigging 2001, new rudder stock 2000, new gas tank with gauge 1996, topsides painted 1998. Atomic 4 runs well, solid Bay boat with lots of service left. Knot, compass, VHF, st Lewmars, 2 mains, 180, 110, spinnaker. Pics at <www.tritonclass.org> Tritons afloat, *Fjordia* #393. \$4,500/o/b. Contact Bill (530) 894-4803 or bmeye2r@myway.com or call Christine (415) 331-3951.

MacGREGOR 26, 1993. Sleeps 5, water ballast, swing centerboard, draws only 15". 9.9 Evinrude electric start, runs perfect. New battery, trailer, 150 furling genoa, VHF, knot, depth, compass, autopilot, Porta-Potti head, alcohol stove, 5k+ in extras. Excellent condition. \$7,950. (415) 388-2226.

26-FT MARIEHOLM INTERNATIONAL folkboat. 9.9 Evinrude o/b, 3 sails, VHF, knot log, depthsounder. Bottom painted 5/04. Berkeley, Berth J-250. \$5,000. Call (916) 966-4228.

O'DAY 27. Sausalito berth, reasonable rent. Yanmar 8 hp diesel, runs great. Nice, clean, roomy. Depthfinder, VHF, stove, sink, icebox, fridge, microwave. Partnership possible. Price negotiable. Sacrifice for \$5,275. Trades considered. Call (415) 331-5251.

COLUMBIA 26 Mk II, 1972. Reinforced boom, mid-boom traveller, no osmosis, 5 bags, VHF, 7.5 hp o/b. \$2,500. Email: chasberletti@comcast.net.

CATALINA 25, 1983. Trailer, fin keel, good to very good condition, freshwater boat. Main, roller furling 150, spinnaker, 110 jib, pop-top with excellent enclosure, Porta-Potti, electric start 9.9 Yamaha, starts instantly. Nice interior, solar charger, no leaks. New in 2003: 3 coats bottom paint (no blisters), BBQ, cockpit throttle control cables, batteries. \$7,750. (559) 222-4131 or bob_gellen@yahoo.com.

29 TO 31 FEET

CATALINA 30, 1980. Great condition, wheel, teak interior, sleeps 7. Wood burning heater, full head, H/C water, refrigerator, alcohol stove, microwave. Full boat cover, new dodger, bimini and screened enclosure. New Soling rig. Universal diesel. \$21,500/o/b. Call (209) 599-7184.

BRISTOL 30, 1973. Herreshoff design. Good condition, nice sailer, good main plus three jibs, quality rigging. Autohelm, inflatable with motor, head, alcohol stove, icebox, VHF, two sets ground tackle. Atomic 4 inboard. Located in Rio Vista. Call (916) 371-8185 or email: Liberty-Maritime@msn.com.

NEWPORT 30, 1982. Universal 4 cylinder diesel, 100 hours. Jibs: 90, 105, 120, 150. 2 spinnakers. Solar panels, GPS, autopilot. So. San Francisco. \$15,000/o/b. Call Guy (415) 822-4939.

COLUMBIA 8.7. Richmond livaboard slip. Needs TLC on outside but liveable interior with nice Yanmar diesel. No blisters. Survey available. Adler-Barbour, TV, stereo, Imac, printer, fax, tools, parts. Main and jib good condition. 4D batteries. \$7,900. Call (510) 412-407 or email: 19cog50@mima.zzn.com.



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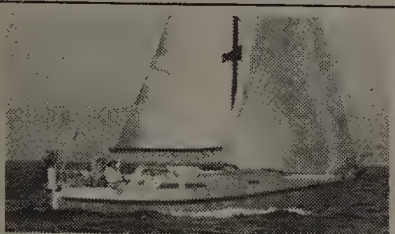
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ERICSON 30+, 1984. Diesel, autopilot, GPS, Loran, VHF, AM/FM/CD, speed, depth, H/C pressure water, cockpit cushions. 6 sails, CNG stove and oven, excellent ground tackle. Fast pocket cruiser in extremely clean condition. Channel Islands Marina slip available. \$29,900. (805) 985-4532.

RAWSON 30, 1960. Bluewater cruiser, Mexico, South Pacific vet. Aries, liferaft, refer, ss propane stove, North sails, furling, autopilot. Yanmar, dodger, windlass, Bruce, 200' chain, wind generator, spares. In San Luis Obispo. \$11,000. See: <http://omnipost.com/rawson> (805) 541-1148.

PACIFIC 30, 1971. Pocket cruiser. Excellent sails, new saildrive. Solar, windvane, autopilot, SSB, VHF, GPS, knot, depth. Stereo, Bruce anchor, propane stove/oven, wood heat. Very cozy, excellent liveaboard. In good shape, will go anywhere. \$15,000/obo. Steve (415) 847-0179.

2002 GERMAN-MADE SLOOP in bristol condition. A new house forces the sale of this beautiful boat. All varnished mahogany below. Self-tending jib on traveler, set up to singlehand/shorthand. Only 300 hours on Volvo engine. Professionally maintained. I have added VHF, cockpit speaker for VHF, handheld VHF, brand new mainsail and jib 8/04, bottom paint 3/04, new spinnaker with halyard led aft, bow and stern anchors, mid-ship cleats, spray dodger (currently off boat), new heavy-duty roller furling for jib, new heavy duty blocks for mainsheet and backstay, custom wheel and winch covers, handheld GPS, geared folding prop, tons more gear. Comes with Sausalito slip and 3 years of warranty on hull. \$79,000/firm. Call (650) 201-0312.

ISLANDER 30 Mk II, 1973. 11/03 survey says 8k, asking \$6,500. Survey available for review. Hauled and bottom painted 11/03. Has outboard motor and needs some work. Call (707) 695-1613.

ERICSON 30+, 1982. Bruce King fin keel design, lying Santa Cruz. Tabernacled mast, main, 3 jibs, new cruising spinnaker, diesel, old dodger, new canvas, autohelm, stereo with inside and outside speakers, beautiful interior, surveyed excellent in 98. Moving up to bigger boat. Slip sublet not available. See photos at <http://photos.yahoo.com/dkliesch@sbcglobal.net> \$25,000. Doug (831) 588-0391 or doug@edcruz.net.

\$6,500/OBO. NICE RANGER 29, 1970 with 8 hp Yanmar diesel. Garmin GPS, Raytheon VHF, extra sails and more. Last surveyed August 2003. Located at Alameda Marina. To take a look or sail, call Dave (619) 417-7122.

HUNTER 29.5, 1997. In excellent condition. Fully equipped. Extra autopilot. Lazyjacks. \$45,500/obo. Please call (510) 632-2370 or (510) 614-9817 (eves).

ALBERG 30. Terrific, seaworthy pocket cruiser. Volvo diesel, cutter rig. Documented. Spectacular Sausalito slip. \$17,000 to good home. (415) 331-181.



BABA 30, 1981. Excellent condition. Classic Bob Perry design. Documented vessel, beautiful teak, rebuilt Volvo Penta, new fridge. Must be seen to be appreciated. Berthed at Grand Marina, Alameda. \$65,000. Call Jon (317) 695-1785 or email: redcoopers@yahoo.com.

BAYLINER BUCCANEER 295, 1979. Rebuilt MD7A Volvo diesel, 6 bags HQ sails, 4 auto-PFDs. Garmin 175 GPS, nav station, head, sleeps 7, much more. Very good condition. Responsive and fast. See at Alameda Marina, #76. \$12,800/firm. Email: eric_inman@excite.com or call (559) 565-3115.

CATALINA 30, 1983. New Universal diesel 1999, 150 hours. New interior cushions 2004. New canvas work, dodger, sail cover, etc., 2004. New depthfinder, knotmeter 2003. Re-finished topside teak 2002. Furuno radar, water purifier, stereo, Autohelm, roller furling jib, wheel steering. Over \$20k in upgrades since 1999. \$29,500/obo. Berthed at South Beach Marina. Call Paul (415) 515-8734.

1946 NUNES HURRICANE Marconi fractional 30-ft sloop. Hull #2 of 16. Lovely lines, huge mainsail. Recently refastened. New Hogin sails and rigging by Svendsen's. Cabin/cockpit cover. Nice interior appointments but galley and cabin sole need work. See at Vallejo YC. \$18,000. Call (707) 642-1792.

HUNTER 30, 1978. Yanmar diesel, wheel steering, VHF, Loran, North sails, self-tacking jib. Head with shower, hot and cold water, interior redone. Microwave, sleeps 6, epoxy bottom, hauled May 2003 and has Trinidad bottom paint. Great first boat. Easy to sail. Excellent boat for Bay or Delta. Boat has had 2 owners and shows its light use. Berthed at Grand Marina, Alameda. Seriously for sale at \$3,000, below average condition BUC valuation. Call Mike (707) 374-2349.

CATALINA 30, 1983. Excellent condition. Diesel, new dodger, reconditioned sails, roller furling, custom Delta cover, winter cover, teak stern rail seats and swim platform, new interior. Bottom job 2003, holding tank, H/C water, wheel helm, GPS/depth/speed/VHF, TV/VCR, stereo, refrigerator, microwave. Two owner boat. Must see to appreciate. Asking \$32,500. (925) 253-0725 or mjm393@comcast.net.

C&C 29 SLOOP, 1979. Yanmar 15 hp diesel, CD player, Bose speakers. Refrigerator, roller furling. Good condition, great boat. \$16,000. Call (510) 459-5159.

BENETEAU 28.5, 1990. Great little racer/cruiser. Sails like a Melges. Sleeps 6. New canvas including excellent dodger with handrails, spray skirts. Roller furling. New asymmetric with sock. Symmetric with pole. Great stereo with CD changer. Very clean. \$34,000. Call (415) 235-4803.

NANTUCKET CLIPPER, 1979. Builder: Offshore Yachts Int'l/LTD, Norfolk, England. LOA 31.8', LOD 29.5', LOW 21'. Beam 9.1'. Yawl rig, full keel, 6,500-lbs lead ballast. FG hull, inboard Volvo 14 hp diesel, overhauled May, 2003. Fuel 10, water 20. Head, stove/oven, refrig. New compass and knotmeter. Tiller. 2 bottom action winches. 110 genoa, main, mizzen, spare genoa, storm trisail. Roller reefing main. Excellent condition, new top-deck, hatch. Berths 5. Standing headroom. \$15,990. Call Alex (415) 269-1823 or email: ja2rheda@yahoo.com.



31-FT NORWEGIAN MOTORSAILER, 1962. Mahogany on oak, copper riveted, keel bolts changed out. 36 hp John Deere diesel, freshwater cooled, wheel and tiller. 35 gal ss tanks. Only \$8,000. Call (949) 650-2206 or Hulltruth1@sbcglobal.net.

NEWPORT 30 Mk II, 1978. Nice condition, diesel, epoxy bottom, tiller, North sails furling 110/150, FB main. Beautiful varnished interior with all new cushions, new C-Cushions in cockpit, teak/holly sole, autopilot, inverter, battery charger, VHF, well equipped. \$22,000. (925) 984-5455.

ERICSON 30, 1969. Universal diesel. Mast, standing rigging, main new 2000. Bottom paint 2003. Headsail roller furling. Wheel steering. Manual windlass. Autopilot. \$13,900. Located in Oxnard, CA. See Website: <www.lparm.org/ericson> Call Tim (805) 886-4662 or email: ericson@lparm.org.

RARE SAUSALITO-BUILT 28.5-FT Triton. Full keel, heavy fiberglass bluewater cruiser. 6 sails, including storm tri-sail. Sea anchor, two CQR anchors, 250' HT chain, medical and survival gear, charts for Mexico to New Zealand. First \$10,000 takes. Call (619) 277-0593.

BABA 30, 1982. Excellent condition. Loaded with everything you need to go cruising, local or long distance. Second owner, since 1989. Continually maintained inside and out. \$72,000, offers accepted. No agents please. Call (253) 943-1114 or email: baba304sale@aol.com for details.



SCAMPI 31 SLOOP, 1972. Design by Peter Norlin of Sweden. Clean, well maintained. Recent haulout, new paint. 8 hp Tohatsu, rebuilt, 20 hours. Solar panel. Sails include spinnaker. Relocation forces sale. Valued at \$15,000. Will accept any reasonable offer. Ron (510) 427-8696.

CATALINA 30. Excellent condition. Lots of sails, all 5 halyards led to cockpit including reefing, oversized st winches, rebuilt motor, full boat cover. Very good racing record, located in Alameda. Also Opt dinghy with or without dolly. \$23,250/trade or ? Dave (510) 487-1561 ext 14.

COLUMBIA 30, 1972. Pocket cruiser almost ready to go cruising, or sail the Bay now. Less than a week's work, and the boat is ready to go. Tons of new stuff, and cruising gear. 2 boat owner accepting first reasonable offer. Call (510) 331-9580.

NUNES HURRICANE 30, 1947. Beautiful local girl from the famous Sausalito yards. Fir on oak, 10 hp Yanmar diesel, 2 sets of sails, new rigging 2003. Sails every weekend, hauled every year, not a project boat. \$25,000/firm. (510) 521-3449.

ERICSON 30, 1969. Canvas dodger, wheel steering, roller furling jib like new. New in 2003: Pineapple main, topside paint including non-skid, top of the line Interlux paint. Wood in perfect shape, Cetol. Shore power, phone, VHF, stereo, microwave. Atomic 4 runs great, Moyer marine service manual included. This boat is a class act. She struts her stuff in the heavy winds of the Bay and looks proud in the slip. \$15,400/obo. (530) 308-8519.

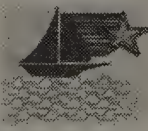
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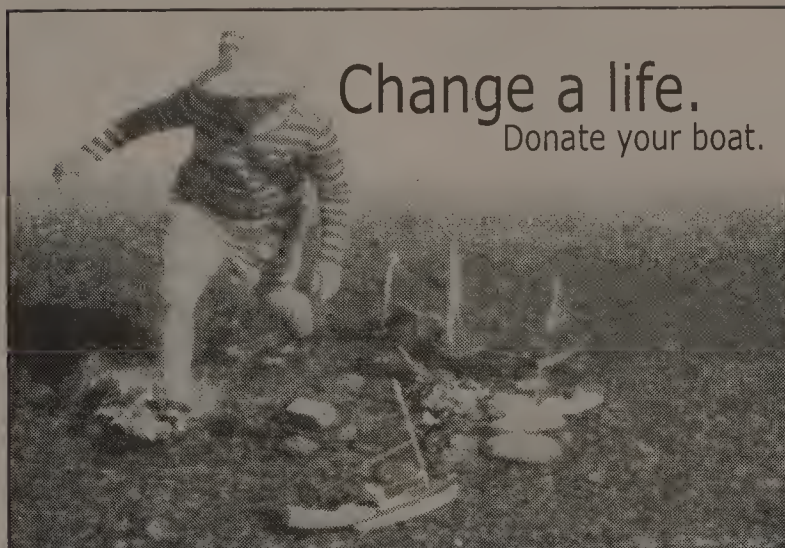
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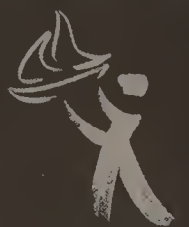
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CATALINA 30, 1982. Diesel, wheel steering, dodger, roller furling, all lines led aft, lazyjacks, jiffy reefing, internal halyards. VHF, depth, wind, TV, micro, chartplotter/GPS, AM/FM/CD, external speakers with controls, cockpit cushions. Ready to sail. \$23,000. Call (510) 487-8219 or email: bpchap8219@yahoo.com.

32 TO 35 FEET

ISLAND PACKET 320 CUTTER, 1999. All the quality of her big sisters. Safe, sea-kindly, beautiful interior, immense storage, perfect for Bay or ocean. Roller main, green canvas dodger. Excellent condition. Transferable 10-year warranty. Reduced \$135,000. Email: georgerab@hotmail.com.



CAL 2-35, 1980. Universal 32 hp diesel. Harken roller furling 110%, 90%, 65% jibs, gennaker and main with 2 reefs. Propane 3-burner stove/oven, double sink. Radar, depth, VHF. Epoxy barrier bottom. Great Bay or coastal cruiser. \$37,500. Call (650) 348-3644.

CALIBER 33, 1989. New canvas, jib, standing rigging, head, VHF, Instruments, propane system. To view model go to: www.caliberyacht.com and select 35 LRC. For a review of the 33 go to www.boatus.com/jackhornor/sail/caliber33 \$63,500. Call (925) 362-8362.

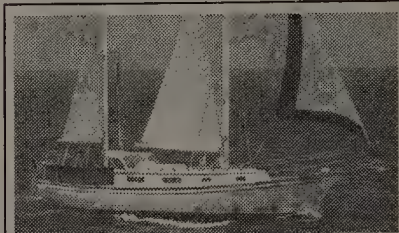


ALOHA 34. One owner, meticulously maintained. Ideal boat for Bay or world cruising. New dodger, brightwork covered with canvas, 27 hp Westerbeke diesel, new Schaefer jib furling gear, cruising spinnaker, 3 new AGM batteries, stereo with interior and cockpit speakers, autopilot, propane stove, teak interior, sleeps six. Fully equipped for cruising or liveaboard. Located Tiburon. \$56,000. (415) 435-2139 or jesanford7@aol.com.

ISLANDER 32, 1971. No blisters. New paint. 20 hp Volvo diesel. GPS, new compass. 36" wheel. Safe gas oven. Reefing furler sails and rigging in great shape. Full keel. Recent haulout, bottom paint and survey. Motivated seller, moving, must sell. \$14,900/obo. Ron (510) 427-8696.

ISLANDER 33, 1965. Atomic 4 engine, runs good. Good sails. Berthed at Bethel Island in Delta. Seaworthy but needs some work. Great liveaboard, lots of room. Must sell. \$5,000. (925) 584-7686 or (925) 684-9775.

CAL CRUISING 35. Bluewater sloop, fully geared for long range cruising. Excellent condition. For details call (386) 322-4506 or see website: www.geocities.com/windfall4sale/Cruise.html



FUJI 32 KETCH, 1976. Yanmar diesel, roller furling jib, windlass, new propane stove with oven, Signet depth/speed, Garmin GPS, VHF, Autohelm, two anchors. 8D house plus starting batteries, six-CD changer, cassette, AM/FM, new dodger. 20 year owner. Health forces sale. \$44,500. See at Discovery Bay/Coyote Point Marina. Call (925) 634-4303.

J/105, 1992. Excellent condition. Priced to sell. Call Richard (650) 344-1416 or (650) 343-0946.



COOPER 353 PILOTHOUSE, 1981. Rare pilothouse cruiser design by Stan Huntingford. Dual-station hydraulic steering, ProFurl, new North sails, Furuno radar, ICOM SSB, Garmin GPSMAP, all B&G instruments, B&G PL-1 autopilot. Force10 stove and diesel heater, windlass with 280-ft 3/8" chain, 35-lb CQR. Freedom 10 inverter, 120 amp alternator, Volvo MD11C with S110 saildrive, all control lines aft, 406 EPIRB. Needs haulout and some electronics installed including new Isotherm ASU refrigerator. Documented. \$45,000. Call (707) 473-0129 or email for pics: ronraven@pacbell.net.

35-FT IRWIN CITATION, 1985. Ill health forces sale. Fully equipped, excellent shape. Professionally maintained. Call (707) 224-5471.



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ROUGHWATER 33. Thomas Gilmer design. Fiberglass traditional double-ender. Lots of teak. Just completed two-year solo circumnavigation. Strong, reliable, fun. Sloop with removable inner forestay for storm jib. Furl-Ex roller furling. Four new sails. Fleming wind vane, outstanding. Tiller Pilot TP-30 by Simrad. Simpson-Lawrence windlass. Solar panel. Water-maker. Furuno GPS. Professional epoxy barrier coat on hull. Reliable Yanmar 20 hp diesel. More. \$39,500. (650) 851-7795.

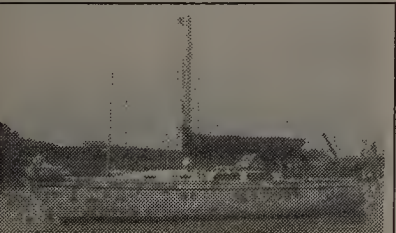


JEANNEAU 32, 1985. Abra. Light, fast cruiser/racer with great layout and lots of teak. Good race record. New North kite and new Harken winches. Viewable at South Beach, SF. \$26,500. Call Bob (408) 368-0575.



WAUQUIEZ 33 GLADIATEUR, 1984. Boat is in very good condition and well equipped: Monitor, Harken furler, full B&G instrumentation, SSB, VHF, etc. Lots of sails in very good condition. \$65,000/ono. Call Beau Hudson (415) 669-7423 or email: bonany@svn.net.

CORONADO 35, 1973. Excellent condition. Fully loaded. New Yanmar, dodger, autopilot, furler, mainsail. Includes GPS, Espar, i upgrades too numerous to list. Cruiser/liveaboard or made. See <http://www.seafarer@gmail.com> Asking \$36,850/ono. (650) 725-5403 or email: seafarer@gmail.com.



PETERSON 34. Documented. Loaded. Huge sail and equipment inventory. Dinghy, o/b. Beautiful interior. Lots of new upgrades. Bottom paint 08/04. Performance cruiser. Need to sell, relocating. Located at Marina Bay, Richmond. Reduced to \$37,500. Call (209) 286-0746 or (209) 969-2636 (cell).

DUFOUR 34, \$34,500. Beautiful ocean-going vessel. Cruising or liveaboard. French built, 1974. Volvo MD2B. Loaded. Well maintained. Same owner since 1980. *Suzanne Marie*, berthed in A dock, Santa Cruz Harbor. (408) 482-6583. Go to: <www.northsidemac.com> for link.



BENETEAU 321, 1999. Documented. New sails 2002. Autopilot, tridata instruments, GPS, folding prop, Yanmar, in-mast furling, new dodger. Coast Guard pack, new batteries, large aft stateroom, self-tailing winches. Professionally maintained. In San Diego. (858) 748-1343 or email: workshoe99@yahoo.com.

CATALINA 34, 1994. Diesel, wheel, dodger, FB main, 95%, 135% r.f. VHF, SSB, weatherfax, GPS, EPIRB, depth, knot, CD. Inverter/charger, fridge, hot/cold pressure water, cockpit shower, propane stove/heater, windlass, new cushions, Bottomsiders, batteries. \$63,000. (510) 594-8550 or (510) 501-4384.

PEARSON 10M (33-FT) 1978. Built: Providence, RI. Diesel, wheel, HC pressure, cabin heater, fridge, self tailing, Profurl, Aries vane, radar, VHF, 40G water, 20G fuel, etc. Bay, coast, cruise. \$26,500. Photos, more info by email: brujodelamar@netscape.net or call (510) 919-9550 or (510) 236-9778.



NANTUCKET 32, 1971. English yawl in bristol condition. Teak decks, diesel. Wheel, compass and throttle on binnacle. Sails: Tanbark color, standard main, standard jib, yankee, mizzen and blue drifter. Steps on main mast. 2 anchors, depth, VHF, 2 bilge pumps. Cabin all teak. Navigation table. Propane oven with burners, fridge, extra basin in head. Must sell. \$19,500. Call (415) 444-0377.

CATALINA 34, 1987. Clean, never chartered, documented, full dodger with awning, knotmeter, wind, GPS, Autohelm, CD stereo, cockpit speakers and cushions, oversized furler, padded 150% UK genoa with reef reinforcements, full battened main, refrigeration, h/c pressure water. See: <http://photos.yahoo.com/castellanet> Emeryville. \$54,000. (510) 384-8439.

WESTSAIL 32, 1974. Factory-finished teak and mahogany interior, lead ballast. New equipment and work includes: New teak and Formica headliner, teak hatches, tiller, fiberglass scupper tubes, Monel water tanks, holding tanks, plumbing, upgraded electrical panels and wiring, epoxy bottom, hull faired and epoxy primed, rebuilt rudder gudgeons, seacocks, decks refastened/plugged, prop cleaned/balanced, propstrut packing gland glass beaded. Good sails, deisel 400 hours, boat on cradle. Too much equipment and work to list. \$25,000. Call (805) 402-6030.



CHALLENGER 32, 1974. 48 hp Nissan diesel. H/C pressure water, engine-driven refrigeration (needs recharge). Teak interior and trim, hard windshield dodger. Located Half Moon Bay. \$19,000. Call (209) 304-7884.

J/105, 1992. Great condition freshwater boat, Lake Tahoe. Shoal draft 5.5-ft. Pro-line bottom paint, new non-skid top decks. Tiller, Autohelm tiller/pilot, GPS chartplotter, wind/speed/depth meter, Sailcomp. VHF, Sony stereo/CD 10-disc changer, 2 new marine batteries and solar panel. AC/DC panel and shorepower. Auto/manual bilge pump. Harken furling jib, lazyjacks, Barient self-tailing winches, Lewmar mainsheet blocks. New running rigging, new Quantum mainsail 2003, Spectra 135% jib, Quantum Kevlar racing main and 150% Kevlar jib, 1 new and 1 used North 89% and 110% spinnaker. Marine survey just completed. \$75,000. Call Mike (530) 318-0522 or email: tahoesail@hotmail.com.



FANTASIA 35, 1979. Fiberglass, teak, midship cockpit, aft cabin. 30 hp Yanmar. 125 fuel, 215 water, 6 sails. Cutter rig, enclosed dodger. Heavy world cruiser. Sailing dinghy. Electronics. \$59,500. Call (916) 300-4876.

HUNTER 33, 1980. Cherubini design. New mainsail with Doyle stackpack, new headsail with Profurl furler. Bimini, new head, new prop. Needs topside paint. Interior is in good condition, updated in 1999. Good, dry boat. (925) 980-1771 or email: lockjr@pacbell.net.

RANGER 33. Well equipped Gary Mulls design, galley with stove, refrigerator, heater with thermostat, 3 anchors, 3 GPSs, new VHF. Winslow liferaft, 2 Autohelms, 8' Zodiac, 4-stroke outboard, 5 deep charge marine batteries, electric windlass, Dutchman preventer, more. Moved away, must sell. \$26,000. Call (415) 482-8559 or mwhite@mainsail.com.



LE COMTE 35, 1971 CLASSIC. 18 hp Yanmar diesel, teak interior. Set up for singlehanding. 4 st winches plus four other winches, autopilot, VHF, pressure water. New in 2004: standing and running rigging, mainsail and cover, dodger and lee cloth, batteries. \$35,000. Roberto (415) 350-3470.

JEANNEAU 34, 1985. Beautiful condition. Great Bay boat, plenty strong for offshore. Oversize winches and deck hardware, wheel, diesel, furler, rigid vang, teak cockpit. Very nice two-cabin interior. Perfect performance cruiser. \$37,700. Call (925) 683-9824 or rodhooper@hotmail.com.

36 TO 39 FEET

WORLD CLASS ISLANDER 37 auxiliary sloop. New main and full headsail, with twin downwinds, fresh repowered Perkins 4-108. Ready to go anywhere. Just hauled. \$32,000 or trade for equipment. Call (530) 533-7371 or (530) 693-0308 or email: capjames@c-zone.net or for more info and pics.

CATALINA 36, 1988. Clean, solid boat, beautifully maintained and set up for local cruising or living aboard. Cabin heat, inverter, TV stand, newer upholstery below decks. Recent standing rigging and fresh brightwork topsides. \$51,995. Call (510) 795-6800.

HERITAGE WEST INDIES 38, 1977. Center cockpit, 1987 Perkins 4-108, roller furling main and jib. Aluminum dodger/pilot-house. Too much equipment to list. Turnkey, ready to go back to Mexico. Email: NRC1096@juno.com for spec sheet or call (805) 642-8922.

ISLANDER 36, 1972. Absolute. Race or cruise ready. Lead keel, Yanmar diesel, CNG stove/oven, refrigeration, H/C pressure water, custom interior, roller furling, 6 sails, 4 spinnakers. Epoxy bottom, instruments, VHF, Loran, stereo/CD, new sail, hatch, wheel covers, delta awning, much more. Surveyed in 2000. Priced at \$58,000. Call Steve (707) 361-1818 (wkdays) or (415) 892-7027 (eves).

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IRWIN Mk II CUTTER, 1988. 5 year Pacific vet. Aft cabin, queen bed, V-berth, 2 heads, 2-stall shower. Large salon, extensive storage. New North main, AP, standing rigging, shore boat. SSB/Ham, Wefax, laptop, 2 VHF's, 2 GPSS, AC/heat, watermaker, 4kw gen, offshore safety equipped. 180 gals water, 110 gals fuel. Low hours on 65 hp turbo Yanmar. 3 anchors, 350' chain, 200' 1" braid. Avon liferaft. Extensive spares. Bottom done 1/04. Possible trade. \$169,500. Slip in SD. CD. (760) 200-1030 or (909) 709-8650.



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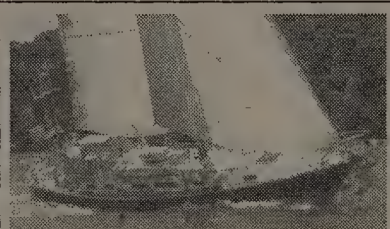
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YORKTOWN 41, 1985. Fiberglass, 50 hp diesel, center cockpit. Fridge/freezer, stove/oven, microwave, oversized rig. Great liveaboard. Good condition. 45' LOA. Solid teak custom interior. Two heads, genset. New screens, speedlog, water heater. Illness forces sale by owner. No brokers. \$45,000. (562) 431-3217.



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HYLAS 42, 1986. *S/V Springbok.* Frers design, two stateroom/one head configuration in excellent condition, ready to world cruise with many upgrades: 1994 75 hp Yanmar and MaxProp. Solar panels, 40+ gph watermaker, 2003 AGM battery bank, ICOM 710-RH, Pactor II Pro modem, SGC-230 tuner, EPIRB, newer canvas including bimini, dodger, sail cover. 1996 Pacific Cup class winner. \$162,500. For more info call (619) 804-2655 or email: springbok77@hotmail.com.

MORGAN 41 CLASSIC, 1987. Cruise ready, spacious and loaded. Go anywhere now in safety and comfort. Boat is in Baja, Mexico. Load some perishables, cervesa, and enjoy the islands, or the world, this winter. \$110,000. Call (707) 591-9999 or stuart@vineyardvideo.



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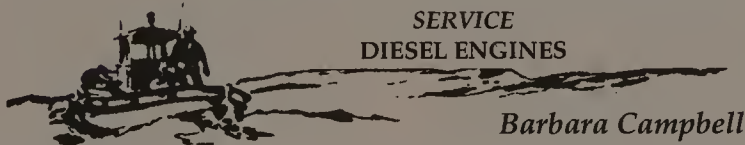
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FORCE 50, 1974. Going into Business Sale. 200 hours Ford diesel, diesel genset 0 hrs, good sails, mechanically sound, normal equipment, great roomy live-aboard, possible liveboard slip. Must sell. \$99,500/firm. (650) 302-3446.



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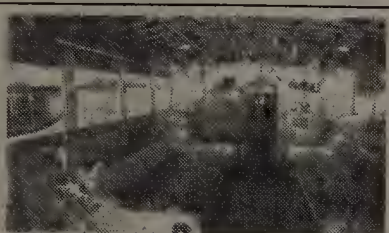
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CLASSIC HERRESHOFF NEREIA 36 ketch. Like a baby Ticonderoga. Twice Master Mariner winner. Fir on oak, bronze screws, lead keel. Westerbeke. Clean. Just hauled 8/2004. New bottom/topside paint. Surveyed for insurance. \$35,000. Photos available. Call (707) 252-9383 or email: captkent2@sbcglobal.net.



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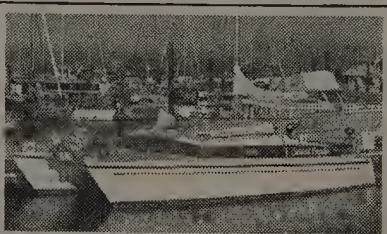
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FOUNTAIN PAJOT ATHENA 38, 1995. Sitting in San Rafael, California, this boat has many upgrades including a parquet teak floor in the salon, a salon table with inlaid tile, a new Freedom Marine 1500 inverter/charger and a new headsail (fall 2003) as well as custom shelving in the two aft staterooms. Forward port stateroom has been converted to an office. 3 additional staterooms and two heads. Two 18 hp Yanmar engines. \$180,000. Email: kdemoure@earthlink.net for more info.



PROUT SNOWGOOSE 37. Excellent condition, fiberglass production catamaran. Loaded, new diesel, outdrive leg, hard dodger, fuel tank, instruments. Teak interior, queensize berth, full cockpit enclosure. More details search 'Prout' on SF website: <www.craigslist.org> under 'for sale'. \$109,000. Call (415) 233-1974.

F9A (F31), 1995. Professionally with Duracore and epoxy. 2 mainsails, Harken rollerfurler jib, big screecher, spinnaker, Yamaha 9.9 4-stroke, Autohelm tiller-pilot, solar panel, GPS, VHF, dodger, ground tackle. Call (209) 795-2723 or rocketkayak@yahoo.com.



SEARUNNER 34, 1989. Pro-built epoxy-glass over mahogany ply. Universal diesel, GPS linked to radar, Loran, VHF and handheld, ICOM 700 SSB/Ham new in 2001. 2 CPT autopilots, windvane, 5 solar panels, wind generator, anchors, chain, windlass, para-anchor, windshield, bimini plus full cockpit enclosure, awning, spares and more. Cutter rig with 6 bags of sails. Full-batten Conser main plus old spare. Lazyjacks, 316 stainless rig, mast LP'd all new in 1999. Only \$39,900 for quick sale. Call (916) 505-3397 or (916) 228-2745 or trigeorge@hotmail.com.



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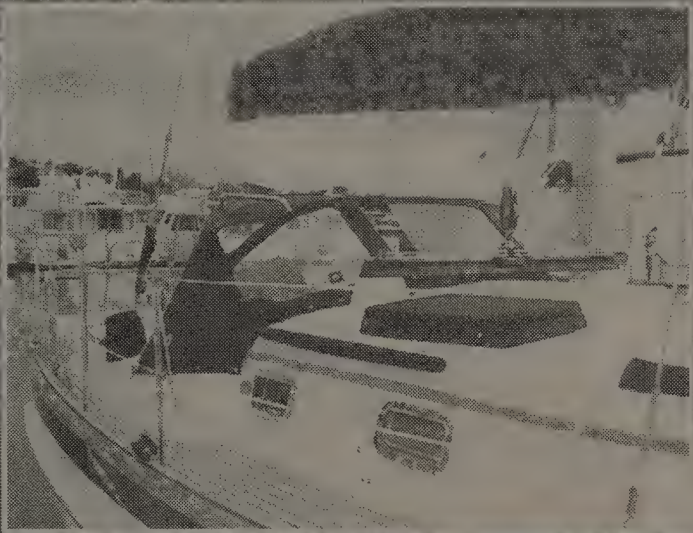
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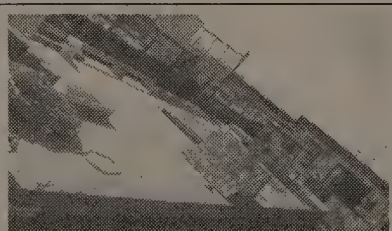


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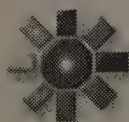
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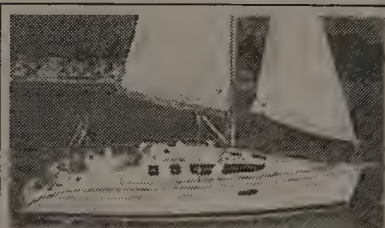
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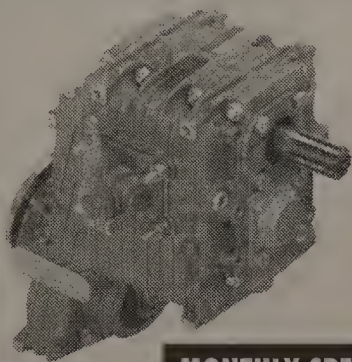
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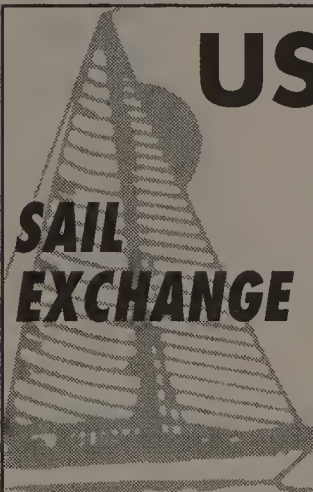
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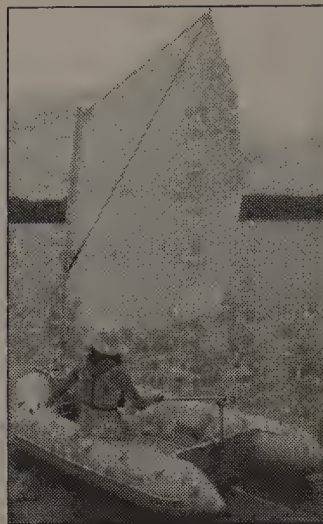
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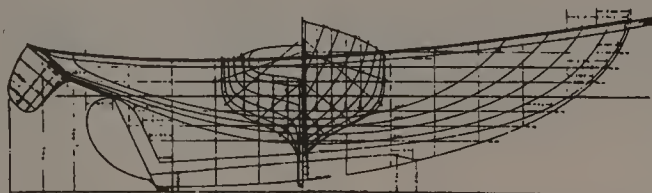
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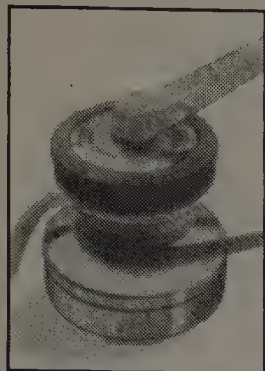
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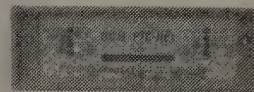
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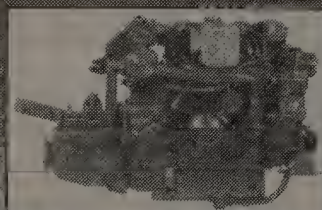
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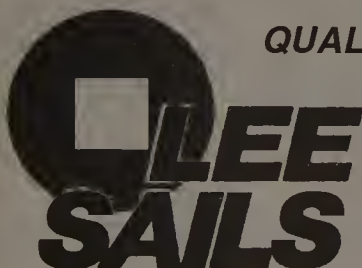
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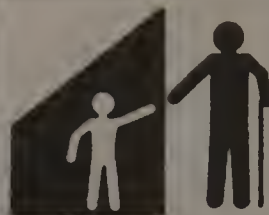
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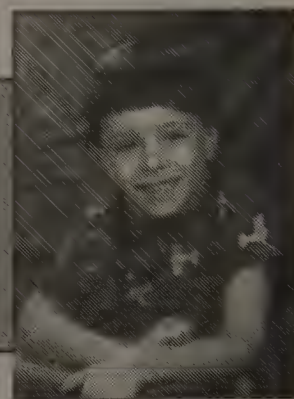
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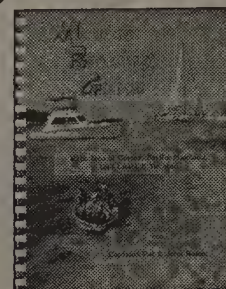
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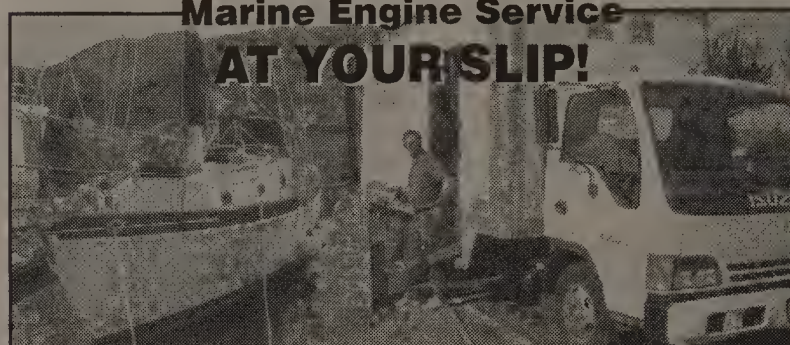
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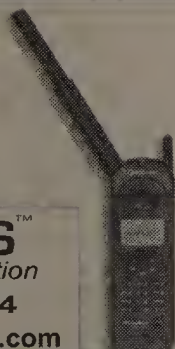
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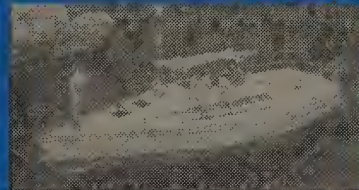
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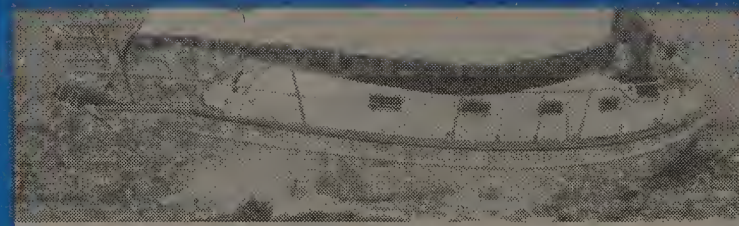
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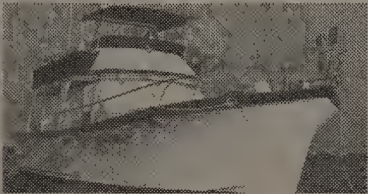
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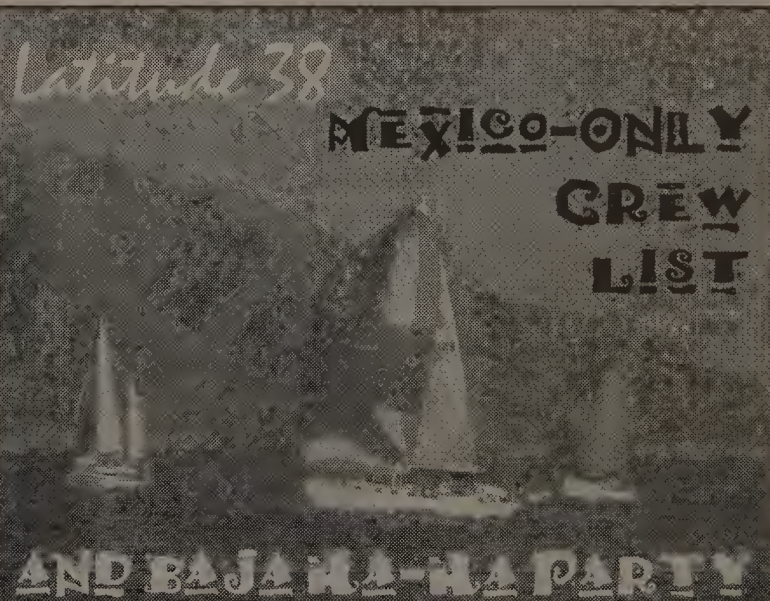
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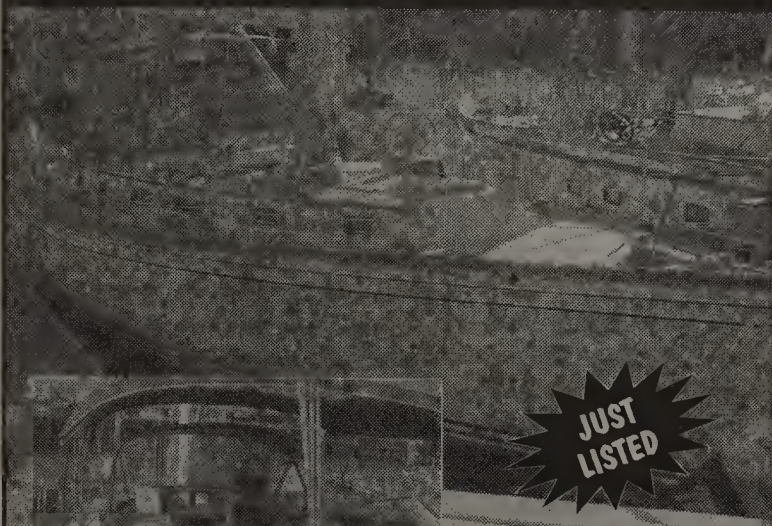
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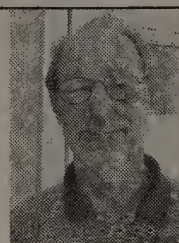
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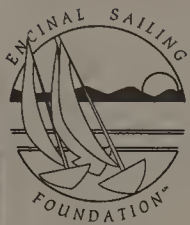
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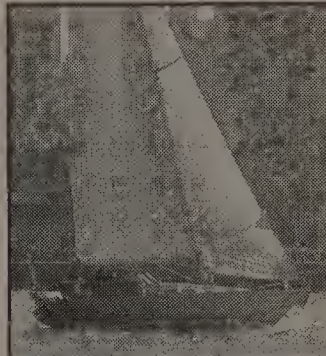
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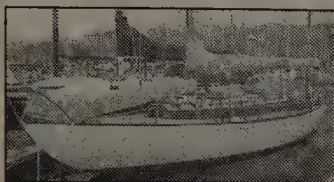
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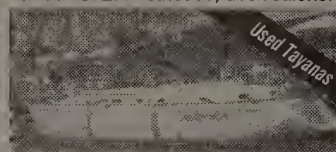
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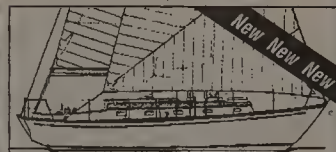
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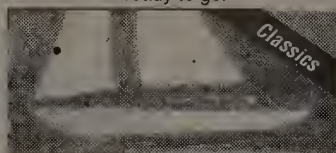
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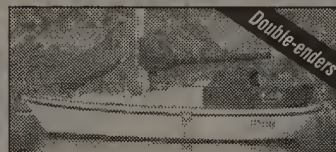
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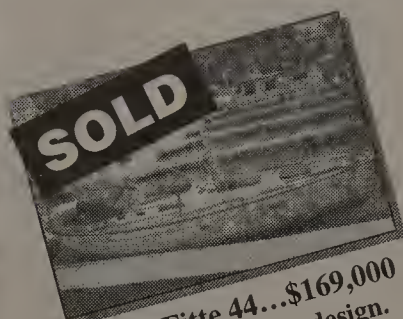
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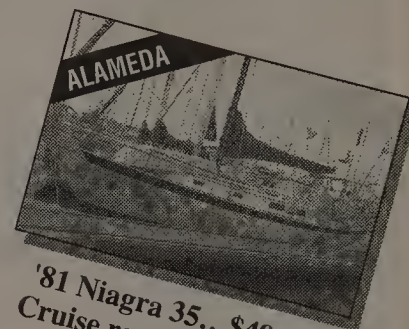


Practical Sailor gave it two thumbs up
'79 Newport 41'...\$59,700
Liferaft, genset, SSB



'84 LaFitte 44...\$169,000
Well found Perry design.

'98 Tayana 48'
\$379,000
We gave it our
highest rating.
We think you
will too!



'81 Niagra 35...\$49,900
Cruise ready. SoPac vet.

TO PUT A
SIGN ON

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Market analysis + References

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SISTERSHIP



42' CATALINA Mk II, 1996

Tri cabin, walk-thru transom, radar, autopilot,
inverter, dodger, bimini. Great condition.
At our docks.



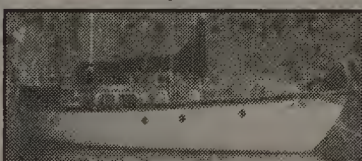
44' SWAN, 1973

Sparkman and Stephens design,
many upgrades. New LP hull, new bottom,
outstanding value. Quality bluewater boat.
Asking \$169,000



CS 40 SLOOP, 2000

Built in Canada. Rod rigging, radar, inverter,
furling jib. Race ready. Performance cruiser.
At our docks.
\$160,000



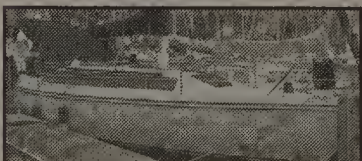
43' SPINDRIFT PILOTHOUSE

Ron Amy design, Ford Lehman 80 hp diesel,
dual steering, watermaker, autopilot, radar.
Excellent family cruiser.
\$164,000



40' HUNTER LEGEND, 1988

Yanmar diesel, two staterooms, radar,
autopilot, GPS, dinghy. Priced to sell.
Asking \$69,000



36' CATALINA, 1992

Walk-thru transom, radar, GPS, inverter,
dodger, bimini, refrig. Condition is excellent.
At our docks.

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See at:
www.marottayachts.com

47' STEVENS CENTER COCKPIT CUTTER, 1986 Bristol example of a performance cruiser designed by the legendary firm of Sparkman & Stephens and built by Stevens Yachts in Maryland. Well equipped with sails in excellent condition (mainsail replaced in 1999), running rigging and standing rigging renewed in 2003, nice electronics, interior refinished in 1997. **\$219,000**



NEW LISTING

See at:
www.marottayachts.com

45' HUNTER 450, 1997 This 450 shows very nicely, is competitively priced and has a PRIME Sausalito Yacht Harbor boardwalk slip that can transfer — one of the best slips in one of the nicest marinas in the Bay Area. Well equipped including full electronics and reverse cycle heat/air powered by a Kohler genset to run offshore or at anchor — she's as nice a pied-a-terre as she is a sailboat! **\$199,000**



See at:
www.marottayachts.com

32' ISLAND PACKET 320 CUTTER, 1999
The 320 is one of the best conceived and executed vessels of this size we've ever seen; she won *Cruising World* magazine's 1998 Boat of the Year award for the best mid-size cruiser, and it's easy to see why. This particular example shows as new. **\$149,900**, owner motivated!



See at:
www.marottayachts.com

47' GULFSTAR SAILMASTER, 1979
Sailmasters are well known for their unbelievably roomy interior — 6' 5" throughout most of boat and as much beam as many motor yachts. Fundamentally very sound, looks fine on the outside and has updated sails and rigging, including in-mast furling main with electric winch. Priced competitively. **\$122,000**



See at:
www.marottayachts.com

41' ISLANDER FREEPORT CUTTER RIGGED KETCH, 1975
One of the best all-around cruising designs to be found at anywhere near \$100k, this vessel was repowered in 1997, has an almost completely renewed interior and shows very nicely. Plus replaced standing rigging, recent hard dodger, sails are in good shape, and she has an RIB on stainless steel davits. **\$75,000**



See at:
www.marottayachts.com

32' ERICSON, 1989
One of the last Ericson 32s built, this original-owner vessel is a very nice example of the design and shows much newer than her actual age. Less than 400 hours on the Universal diesel, renewed standing rigging, recent jib (1997) and a blister-free epoxy barrier-coated bottom. **\$59,000**



NEW LISTING

See at:
www.marottayachts.com

BENETEAU FIRST 40.7, 2003 The 40.7 combines the excitement of a sleek, sophisticated racer with the comforts of a luxurious cruiser. This one is a well equipped (custom dodger, about \$50,000 worth of top-of-the-line sails, rad rigging, instrumentation and more) blue-hulled beauty that shows as new inside and out. Deep (7' 9") keel version. Transferable Sausalito YH slip. **\$209,000**



NEW LISTING

See at:
www.marottayachts.com

43' HANS CHRISTIAN, 1987 Rare Hans Christian 43 Traditional cutter with a custom Mark II interior with the Pullman berth and two heads. In very nice shape, she underwent a \$60,000 refit in '98 for an extended cruise that was never taken — Kohler generator, watermaker, radar, SSB radio, plumbed & wired for washer/dryer, numerous sails, redundant heavy-duty ground tackle, etc. **\$199,000**



NEW LISTING

See at:
www.marottayachts.com

43' HUNTER 430, 1995 VERY well equipped including genset, reverse cycle heat/AC, radar, chartplotter and a practically new 10' dinghy with Bhp Evinrude outboard motor (used only once), new flat panel television/stereo system, about \$20,000 spent over the last six months. Boat shows very nicely, is one of the most competitively priced 430s on the market and one of the best equipped. **\$139,000**



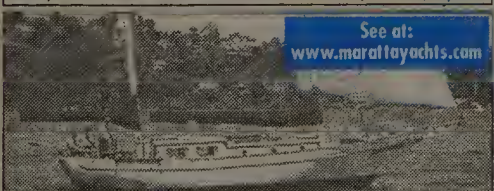
See at:
www.marottayachts.com

42' SPARKMAN & STEPHENS-DESIGNED CENTER COCKPIT YAWL, 1967 This lovely yawl designed by S&S was built at the famous OeOod yard in Bremen, Germany, to the highest standards. She's always been well maintained, and with almost \$50,000 spent on her over the last 18 months, shows better than new today. **\$109,000**



See at:
www.marottayachts.com

34' CHB DOUBLE CABIN TRAWLER, 1979. A fine example of this popular Monk-designed trawler, this is the much sought after version with deck access from the aft cabin. New interior cushions, exterior canvas, radar/chartplotter, Ford Lehman 120 diesel serviced and brightwork renewed. The boat shows as nice as any CHB we've ever seen. Transferable Sausalito YH slip. **\$74,000**



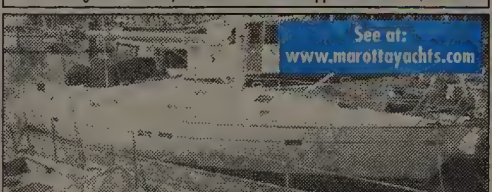
See at:
www.marottayachts.com

40' CT RAISED CABINTOP KETCH, 1971
This particular vessel's the desirable (but surprisingly rare) raised cabin version. Also note the wonderful solid teak interior, low time on machinery and recently replaced epoxy-coated Sitka spruce masts. Plus fresh bottom paint, engine serviced, new running gear and excellent brightwork. **\$57,500**



See at:
www.marottayachts.com

48' C&C, 1973 One of two built, this unique vessel was extensively refit at the factory in 1996, including full new interior. She's in better shape now than when new. Upgraded, updated or rebuilt from stern to stern: new 80 hp Perkins diesel has less than 200 hours, complete top-of-the-line electronics including Furuno radar, Robertson AP. See to appreciate. **\$199,000**



See at:
www.marottayachts.com

41' BENETEAU 411, 2000 This boat is absolutely bristol; she shows as new inside and out. She's the two stateroom, deep-keel version and is well equipped with the upgraded 50hp Yanmar, an in-mast main, heavy-duty dodger with bimini, nice electronics including autopilot, and Webasto diesel-fired heater. Transferable Sausalito Yacht Harbor slip. **\$169,000**



REDUCED

See at:
www.marottayachts.com

40' SPARKMAN & STEPHENS-DESIGNED AFT COCKPIT YAWL, 1953
Designed by the legendary Olin Stephens of S&S and built of the finest materials by one of Europe's premier yards, *Irolita* always had loving owners; her current caretaker has lavished untold time and money on her and she shows bristol. Now **\$125,000**



See at:
www.marottayachts.com

40' ENDEAVOUR, 1983 Endeavour Yachts is a Florida-based builder of high-end cruising sailboats; their yachts, highly regarded back East, are hard to find on the West Coast. This particular example, a center cockpit sloop, is spacious, well found (including integrated radar/chartplotter) and shows bristol. Transferable Sausalito Yacht Harbor slip. **\$99,000**



See at:
www.marottayachts.com

32' HUNTER 320, 2000
The 320 is already being hailed as another hit from Hunter, perfect for Bay or coastal. Very clean boat, deep draft version preferable for the Bay. **\$72,000**



See at:
www.marottayachts.com

30' HUNTER, 1989
Attractive interior with spacious aft cabin combined with good sailing characteristics. Difficult to find boats in this price range that offer these features. Shows like NEW inside and out — cushions look like they've never been sat on! Low hours on Yanmar diesel, new batteries. **\$39,500**

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SABRE 402, 1996
Sobre blue hull, full battened mainsail,
headsail on ProFurl roller furler,
Corion counter tops,
located here on the Bay.
\$245,000

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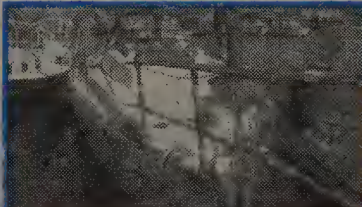
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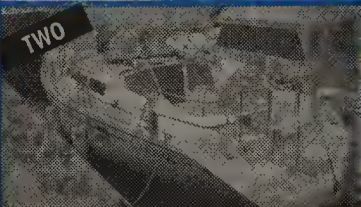


CRUISING JEANNEAUS:
Pictured: 36' SUN ODYSSEY, '98, \$107,000
47' SUN ODYSSEY, '92, \$210,000



41' NEWPORT, 1979
A strong and beautifully designed performance
cruiser designed by C&C. \$60,000

TWO



Pictured: CATALINA 42 MkII, 2002, \$225,000
Also: CATALINA 42, 1989, \$120,000
Both with 3 staterooms.

OFFERS WANTED



65' LOD CREALOCK SCHOONER, 1984
Cold molded, U.S. built, exceptionally Bristol,
certified for 49 passengers.



39' BENETEAU 393, 2003
Two boat owner.
Price just reduced to
\$169,999

SAIL		37' C&C 37R	'89	100,000	57' Burger Alum. F8 ..	'62	339,000	
65' Crealock schner ..	'84	995,000	36' Hanna	'56	15,000	57' Chris Craft 3 from	179,000	
62' Custom PH steel ..	'98	669,000	36' Islander	'77	59,000	54' Trojan FO	'76	349,000
57' Alden yawl	'31	189,000	36' Columbia	'69	25,000	53' Hatteras	'83	399,000
56' Formosa	'83	199,000	36' Custom schooner ..	'72	47,000	53' Grand Banks Alaskan	225,000	
53' Norseman	'88	519,000	36' Atkins PH ketch ..	'54	14,000	52' Libertyship	'60	110,000
52' Hartog schooner ..	'99	205,000	35.5 Beneteau First ..	'92	79,500	49' Kha Shing	'84	179,000
51' Baltic	'80	249,000	35.5 Beneteau First ..	'91	Inquire	45' Fellows & Stewart '26	299,000	
50' Rover	'80	49,000	35' Privateer ketch ..	'89	52,000	45' Chris Craft	'69	49,900
48' Olympia CC	'78	100,000	34' Catalina, wing	'88	57,500	44' Gulfstar, nice	'79	159,000
48' Hughes Yawl	'72	Offers	34' Islander	'75/'85	31,500	43' Hatteras MY	'73	139,500
48' C&C	2 from	139,000	34' Peterson	'78	39,000	42' Chris Craft	'68	99,000
47' Gulfstar	'79	142,500	34' Irwin	'80	28,000	42' California MY	'87	160,000
47' Vagabond	'80	160,000	33' Newport	3 from	29,500	42' Grand Banks	'67	89,900
47' Jeanneau	'92	210,000	33' Nor'West	'79	39,500	41' Roughwater	'84	75,000
43' Slocum		155,000	33' Hans Christian ...	'86	94,500	40' Owens	'65	25,000
42' Tayana AC	'87	167,000	32' Islander	'78	29,000	38' Mediterranean ...	'98	199,900
42' Custom schooner ..	'72	39,000	32' Pearson Vanguard	'63	24,000	38' Stephens	'48	36,000
42' S&S	'70	57,500	31' S-2 9.2C	'78	29,950	38' Californian	'76	85,000
41' Ericson	'69	Inquire	30' Alberg	'73	18,000	37' Hatteras SF	'78	90,000
41' Newport	'84	68,000	30' Catalina (2) '77 & '85	18,900		36' Sea Ray SF	'80	85,000
41' Newport	'79	60,000	30' Cal 9.2R	'83	24,000	36' Egg Harbor	'72	12,000
41' Coronado	'72	45,000	30' Isl. Bahama .. 2 from	20,000		34' Bayliner Avanti ...	'87	38,500
41' Seawolf	'77	75,000	29' Van der Stadt	'69	16,000	34' Unifite	'77	35,000
41' Newport	'84	60,000	28' Newport	'79	15,500	34' Sea Ray	'86	56,000
40' Hunter	'86	79,800	28' Islander	'78	28,000	34' Silverton	'90	79,000
40' Sabre 402	'96	245,000	28' Isl. Bahama	'82	21,500	32' Bayliner, diesel ..	'89	79,900
40' Brewer PH	'88	130,000	POWER					
40' Helmsman	'80	25,000	86' Pacific Tender	'45	325,000	32' Bayliner 3250	'88	28,000
40' Herreshoff, glass	'81	25,000	75' Wheeler	'43	50,000	32' Nordic Tug	'94	159,000
40' Columbia	'65		68' Stephen F8	'68	325,000	32' Cruiser	'88	32,500
39' Beneteau 393	'03	169,999	65' Pacemaker cert. ..	'72	499,000	30' Sea Ray 305 08 ..	'88	59,900
39' Cal	'78		61' Stephens	'68	375,000	29' Silverton	'85	26,000
38' Downeast	'78		61' Stephens FO	'70	285,000	26' Star Fire	'86	25,000
38' Erickson	'81		58' Spindrift	'65	298,000	24' Bayliner	'01	39,000
38' Ingrid	2 from		58' Hatteras	'73	379,000	24' Bayliner	'98	24,000
38' Mariner	'80		58' Hatteras	'73	379,000	14' Boston Whaler Hage		
38' Mariner	'80		58' Hatteras	'73	379,000	w/trailer	'92	7,500

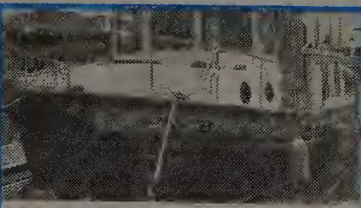
REDUCED



40' BREWER PILOTHOUSE CUTTER, 1988
Ted Brewer design, large open salon area with galley.
Cruise equipped pullman berth plus V-berth. \$159,000



53' GRAND BANKS ALASKAN, 1977
Portuguese bridge, PH stateroom, nice electronics,
long range cruiser. Sausalito slip. \$225,000



32' NORDIC TUG, 1994. Espar heater, bow
thruster, great electronics, dinghy/outboard, hoist
and more. \$154,000

AGING
SAILORS CLUB

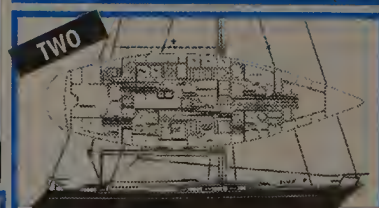


STEPHENS CLASSICS
68', 1968, Sausalito slip, \$325,000
Pictured: 61', 1968, San Diego slip, \$375,000
61', 1970, Stockton slip, \$285,000
58', 1948, \$36,000



HATTERAS CLASSICS
58' MY, 1973, Sausalito slip, \$379,000
Pictured: 53' MY, 1983, #10, \$399,000
43' MY, 1973, SF Morina Green slip, \$139,500
37' SPORTFISH, 1978, Bodega Bay, \$90,000

TWO



47' STEVENS & HYLAS, 1986. 3 staterooms,
Sparkman & Stephens design. Westerbeke 70 hp
low hours, genset 8kw, hydraulics. \$225,000

HAS
TO GO



45' HARDIN, 1982
Ford Lehman 85 hp,
new aluminum spars and
standing rigging, ProFurl, AP.
Priced to sail. \$89,000
56' FORMOSA, 1983, \$199,000
47' VAGABOND, 1980, \$160,000



40' HUNTER, 1995.
Double berths aft & forward.
Well maintained. \$135,000
Also: 40' HUNTER, 1986, \$79,000
and: 37' HUNTER, 1989, \$65,000

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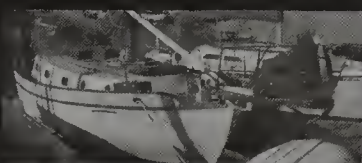
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32' CRUISERS, INC. Low hrs twins, all glass, very nice interior, enclosed head, TV/stereo, full convos. A high quality weekender in good shape with lots of comfort & set up right. Asking \$29,950.



32' WESTSAIL CUTTER. The ever-popular, heavy fiberglass double-ended legendary cruiser. Diesel, radar, dink, autopilot and lots more... PRICED RIGHT! Asking \$31,500.



48' GRAND BANKS CLASSIC TRAWLER. Flybridge sun deck, queen aft cabin, radar, twin diesels and more. A great yacht. Asking \$149,500.



50' DEVRIES-LENTSCH Classic Dutch-built Steel ketch. Stunning! Teak house, decks, below. Radar, GPS, AP, SSB, EPIRB, VHF, H2Omaker, dsl, MORE \$118,500.



34' LOD, 40' LOA. If ever a yacht was "BRISTOL", this is her! She looks absolutely perfect. Dsl, copper riveted mahogany, lead, wheel, more. Must be seen! \$49,500.



32' GRAND BANKS TRAWLER. Diesel, radar, VHF, depth, Loran, AP, 6 berths, Birmini, windlass and more. Very shipshape, clean and nice. \$59,000/offers.



38' INGRID KETCH by Bluewater Yachts. Glass. Beautifully refit incl. new dsl, soils, rigging, finishes, etc. Radar, vane, GPS & lots more! She's a lot of boat for the money! Ask \$66,250



56' STEEL LCM - 6 USN DIVEBOAT. 671-N dsls, P/H, radar/etc. Full diver support systems. Shop, big deck & more. Strong mobile work platform/tow-tug vessel. \$25,950.



CLASSIC MONTEREY CLIPPER. Beaut. restoration at famous fisherman's wharf favorite vessel. Dsl, radar, VHF, GPS-plot, AP, depth. One of the most seaworthy small vessels ever built for West Coast. \$18,500.

SAIL

48' CAMPER NICHOLSON PILOT CUTTER by Laurent Giles, diesel, fascinating history. Acreege trades okay Asking 47,000

48' HERITAGE WEST INOIES, f/g, aft cabin, center cockpit cruising cutter, loaded, in Pomona, ready to go! Asking 189,000

48' C&C Sloop. Perfect cruiser. Beautiful condition. Glass, recent full refit & absolutely loaded Asking 235,000

47' VAGABOND ketch. Center cockpit, aft cabin. Glass, dsl, big comfy cruiser needing work but priced very low... \$86,000

41' BLOCK ISLAND CUTTER. Dsl, roller furl, wheel, dbl-ended, beaut. interior, tough cruiser w/great potential. Ask 39,000

40' NEWPORTER ketch. Perkins 4-108 diesel. Big, lots of potential. Ask 37,500

39' OANISH ketch, double-ender, diesel, big and strong Try 29,000

36' ATLANTIS ketch, diesel, hard chine cruiser. Nice! Strong! Asking 18,500

35' GILLMER PRIVATEER ketch. Dsl, f/g, wheel, full galley, shower ++ \$2,000

34' COLUMBIA sloop, dsl .. Asking 17,000

32' ENGLISH-BUILT NANTUCKET yawl by Offshore Yachts, Ltd. Diesel, wheel and more! Satisfy cruiser Asking 18,950

32' RHODES TRAVELER by Rowson, Heavy F/G constr. Obl-ended cutter. Dsl, radar, vane & more Ask 41,000

30' PEARSON sloop, Atomic 4 1/B, GPS, Autohelm, spinn, nice, clean .. 11,500

29' ERICSON, 1/B, lots new 12,500

27' ALBIN VEGA sloop, Swedish-built, clean, O/B, well equipped Asking \$7,400

27' CATALINA sloop, Inboard, F/G, in VERY NICE SHAPE Cheap at \$,950

24' SEAFARER slip, Rhodes/MacCarty, O/B, main, jib, genoa, all glass .. Ask 3,900

POWER

65' CLASSIC MOTOR YACHT, '31, by Wheeler. Just hauled. Beautiful design. Restoration project Asking 49,000

63' FERRY conversion, 671 diesel, 19.5' beam, excellent condition Try 36,000

50' CLASSIC '29 STEPHENS, tri-cabin cruiser, estate sale. A BEAUTY 109,000 obo

45' STEPHENS classic 1929 Asking 90,000

42' PONDEROSA Trwl. Dsl, excl. condit. aft cabin, 1/B & much more Ask 119,000

38' CHRIS CRAFT CONNIE, 'fixer' . 16,500

37' CHRIS CRAFT CONNIE, nice cruiser/liveaboard, genset, one VB just rebuilt, other needs work Asking 30,000

36' USCG PATROL CRAFT. 671 diesel. Loaded and in beautiful shape. All wood, radar, etc ... Asking 30,000

36' MONTEREY TRAWLER, Cat diesel, radar, etc. This is a pretty special classic fishing boat with lots of potential. Should be seen Asking 15,000

36' CHRIS CRAFT EXPRESS. Twin V-Bs. Full convos. Lot of boat for the money Asking 10,000

34' COMMERCIAL FISHING vessel w/licenses, GM371 diesel, all fishing gear, classic double-ender Asking 10,000

34' CHRIS CRAFT COMMANDER, '63, twin gas, great boat 26,500

32' CARVER flybridge, glass, twins, shower & more! Asking 28,000

30' SEA RAY flybridge, twins . Ask 18,000

29' TOLLYCRAFT EXPRESS cruiser, twins, good boat, runs well, BARGAIN! 6,900

28' CHRIS CRAFT Covolier, nice 12,000

28' CARVER F/B cruiser, Crusader VB, full Delta convos, shower, comfortable and roomy 17,500

26' BAYLINER 2352 TROPHY, '00, trailer, o/d, only 10 hours on clock! 38,500

26' CAULKINS BARTENOER, 510K new engine reported, just hauled Ask 21,000

25' BAYLINER CIERRA, 'BB, very nice. Full Delta convos Asking 39,500

25' OONZI 2-25, VB, Arneson Drive..29,500

25' TOLLYCRAFT, 350 V-B, fiberglass, nice Asking 9,500

22' CHRIS CRAFT CAVALIER cuddy, inboard, beautifully restored 12,500

18.5' SILVER STREAK, 100 hp, 19 hours, alum., w/trlr 24,000

18' WHALER OUTRAGE, 150 hp, console, canopy top, thr & nice! ask 8,950

**LIST NOW...
THEY'RE SELLING!**



33' LAGUNA F/B SPORTS FISH by American Marine. 2 dsls, 2 helms, all glass, gen, lots of teak, 2 VHF, depth & F/F, radar, GPS/chart, AP & more! Many updates & improves. Beautiful & loaded. Covered berth. \$49,950.



39' CORBIN PH CTR. Dufour design, f/g, 2 helms, 12'1" beam, full galley and head, roller furling, central air and heat, radar, AP, watermaker, lots of new gear. Bluewater cruise ready. Asking \$93,000.



46' Wm GARDEN PORPOISE. Big, tough, well respected ketch. Copper riveted TEAK hull and decks, diesel, wheel, radar, shower, autopilot, loaded. Comfortable world cruiser/liveaboard. Asking \$74,950.



34' CHB TRAWLER. Fiberglass, very comfy w/ lots of interior teak. Twin helms w/flybridge, aft cabin, salon, full galley, Onan, radar, Lehman-Ford diesel. Great for live/cruise. Asking \$59,850.

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